PLAN OF DEVELOPMENT STUDY

CLYDE/MERIVALE PROJECT

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AUGUST, 1990

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File No.: 3101-p-375

Regional Municipality of Ottawa-Carleton
Environmental Services Department
Ottawa-Carleton Centre
111 Lisgar Street
2nd Floor
Ottawa, Ontario
K2P 2L7

Attention: Mr. Nick Tunnacliffe
Commissioner of Planning

Dear Sir,

Re: Clyde/Merivale Planning Study

Please find enclosed one (1) copy of our final report for the above-noted project. This report incorporates all of the latest recommendations of the client group and I believe satisfies the requirements of our Terms of Reference. I would like to extend my thanks to your staff who have been extremely helpful toward the completion of this task.

Yours truly,

CUMMING COCKBURN LIMITED

Ian F. Rawlings
Director of Planning

c.c. Mr. P. Whelan - T.C. Assaly Corporation

IFR/bkm

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1.0 INTRODUCTION

This "Plan of Development" has been prepared on behalf of the Regional Municipality of Ottawa-Carleton (RMOC) and Thomas C. Assaly Corporation, for presentation to the City of Ottawa as rationale for an amendment to the City of Ottawa Official Plan, and subsequent development proposals. The plan guides the future development of approximately 57 hectares (140 acres) of land.

There are several objectives of this plan. These are:

- To develop a plan that was in conformity with approved policies of the R.M.O.C. and the City of Ottawa Official Plan.
- To have regard for the terms of reference for Plans of Development as requested by the City of Ottawa.
- To consider the social, physical environmental and economic issues that form part of the planning process at this stage of the planning process.
- The corporate objectives of the R.M.O.C. to plan for the development of their land with the predominant use being seniors. The R.M.O.C. wants to recover its costs and provide land for future use by seniors.
- The T.C. Assaly Corporation would like to develop its land primarily for residential use in an economical manner.

The lands, located in the City of Ottawa, are bounded on the west by Clyde Avenue and on the east by Merivale Road, as shown on Figure 1. Baseline Road is just south of the subject property, while Caldwell Avenue is located just to the north. The subject lands were formerly part of the "Experimental Farm lands" operated by Agriculture Canada. The lands were sold by the Department of Public Works as part of the Federal Government program of land disposal of surplus property holdings. The RMOC acquired approximately 37 hectares and the Thomas C. Assaly 16 hectares.

This plan has been prepared in accordance with the general terms of reference for Plan of Development studies, as provided by the City of Ottawa Department of Planning and Development. A plan of development is a generic term for a planning rationale that supports an amendment to the City of Ottawa planning policies. A plan of development can be requested by the City of Ottawa at Official Plan, Zoning or Site Plan stage. In this instance a plan has been requested by the City to support an amendment to the Official Plan. This plan of development is intended as a guide to evaluate future development proposals and as such, provides for a flexibility in its interpretation. The draft policies have been used as a general guide for development, in most respects, but are not binding until final approval and implemented.

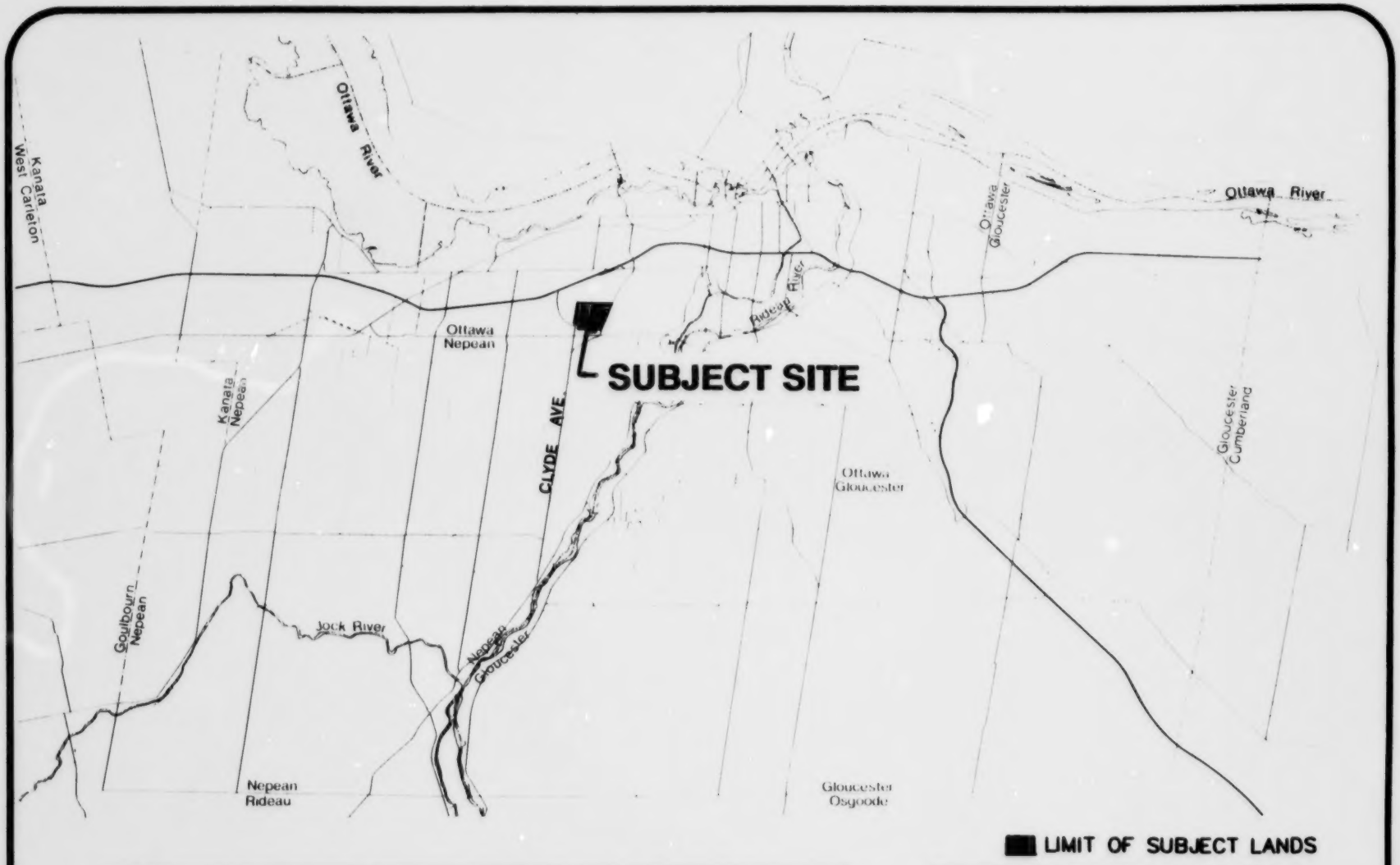
The first part of this document provides an outline of the site context, primarily the identification of the study area boundaries and existing land uses including existing roads and transit serving the area, existing neighbourhoods in the vicinity and their socio-economic profiles, existing employment uses, existing social and community services, plus existing recreation and open space areas. Also discussed are property ownership, existing site development features, including topography, vegetation, soils and existing external services such as water supply, sanitary sewage collection and stormwater drainage.

The second major part addresses the policy context by outlining the relevant provincial, regional and municipal policies influencing future development of the subject lands. Relevant Provincial Policy Statements are briefly discussed. Further discussed are policies of the existing and proposed Regional Official Plans applying to the subject lands. As a final note, further discussion is provided for the existing and proposed City of Ottawa Official Plan policies.

The third part outlines the development principles or, in other words, the overall development context within which the various land uses proposed for the subject lands will occur. Included are brief outlines of the guidelines for development including land use mix considerations, residential areas, employment areas, transportation and circulation, open space, pedestrian links and servicing components.

The fourth part describes the development concept for the subject lands in terms of the principle land uses proposed, the engineering systems, and the implementation of the development concept.

The concluding section briefly summarizes the overall report and, in particular, outlines how the development concept ties in with or relates to the relevant planning policies described.



PLAN OF DEVELOPMENT STUDY
CLYDE / MERIVALE LANDS

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FIGURE 1
REGIONAL SETTING

2.0 SITE CONTEXT

The primary study area is the principal subject of the Plan of Development and includes those lands proposed for development in the development concept. Almost all of these lands, except for the four hectare parcel owned by Communications Canada and located adjacent to the Clyde/Maitland intersection, are vacant and consist of old abandoned pastures and fields with a small wetland area in the centre of the property and another wooded wetland area along the north-western periphery of the site. The Regional Municipality of Ottawa-Carleton and the Thomas C. Assaly Corporation are the other major land owners.

The secondary study area consists of those areas immediately adjacent to the primary area. These areas are largely existing developed areas and, as such, have significant influence on the manner in which the primary study area is proposed for development.

2.1 Area Context and Existing Land Use

Consideration of the existing land uses in the abutting areas must be regarded when planning for the development of large tracts of vacant lands within the built-up urban area. The areas affected by the Plan of Development are characterized by a wide mix of land uses including varying densities of residential development, office, commercial and open space uses, as shown on Figure 3. Consideration of the characteristics of existing neighbourhood areas and available or existing services are important in the determination of proposed future land uses and densities to ensure compatibility while minimizing adverse impacts on adjacent neighbourhoods and existing services in the area.

2.1.1 Existing Road Network and Public Transit Routes

The subject lands are surrounded on three sides by existing arterial roads. Merivale Road is located to the east and Clyde and Maitland Avenues to the west. A fourth arterial road, Baseline, is located to the south. The area is well served by public transit with existing peak period and regular routes operating on these arterials. Figure 4 identifies the existing road network and public transit routes.

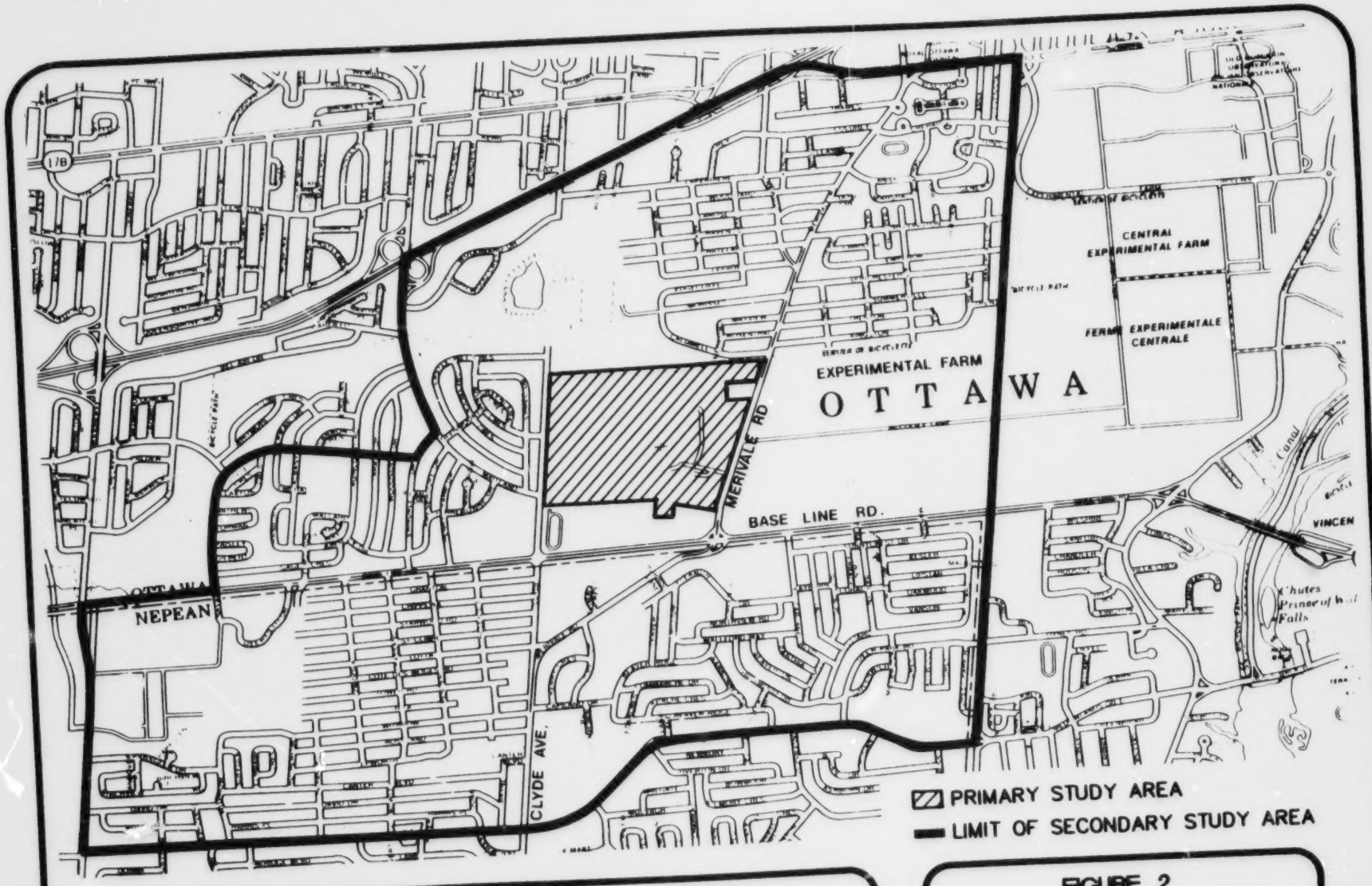

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FIGURE 2
PRIMARY AND SECONDARY
STUDY AREAS

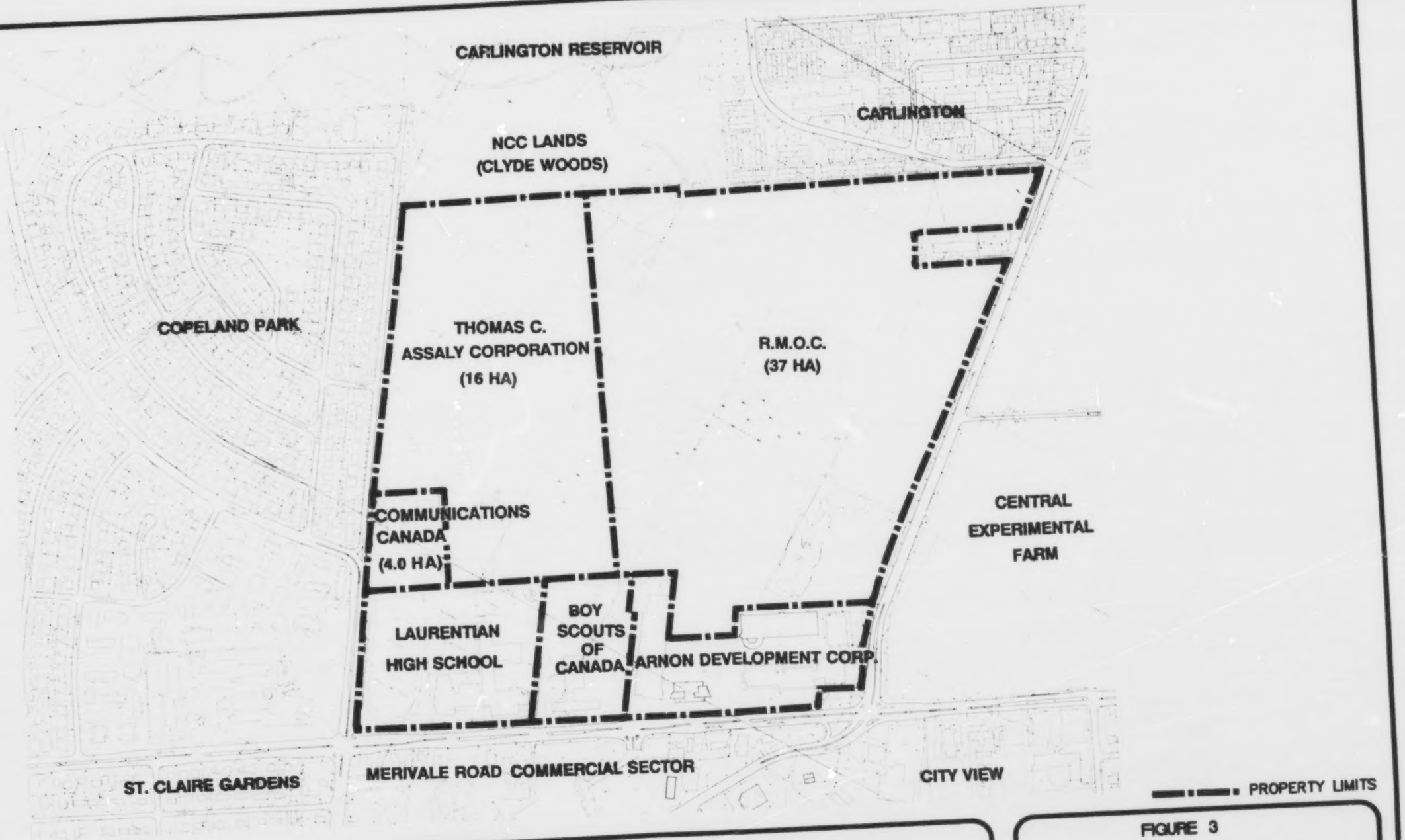

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FIGURE 3

PROPERTY OWNERSHIP

Merivale Road is a north/south Regional arterial which borders the subject lands to the east. Merivale Road is recognized in the existing Official Plan for the City of Ottawa as a secondary arterial, intended to provide for inter-regional movement of heavy traffic volumes. Merivale Road commences approximately 8 kilometres to the south of the study area in the City of Nepean where it intersects with Provincial Highway 16, and extends in a general northerly direction, intersecting with Baseline Road, then extending further north past the subject property before intersecting with Carling Avenue, an east/west (primary) arterial, then turning into Island Park Drive where it crosses underneath Provincial Highway 417 (the Queensway). There is access to the Queensway via Kirkwood which intersects with Merivale Road.

Clyde Avenue is also a north/south (Regional) arterial which borders the subject lands to the west. Clyde Avenue commences just south of Baseline Road where it branches off from Merivale Road, then extends north to the subject lands where it intersects with Maitland Avenue. North of Maitland Avenue, Clyde Avenue is classified as a local road.

Maitland Avenue is another north/south (Regional) arterial which commences where it intersects with Clyde Avenue on the west side of the subject lands. Maitland Avenue stretches north through the Copeland Park subdivision crossing over and providing access to and from Highway 417, then continuing north to Carling Avenue.

Baseline Road is a major east/west Regional arterial located just to the south of the subject lands. Baseline Road commences approximately 6.5 kilometres to the west in the City of Nepean where it intersects with Richmond Road, then stretches east providing intersections with Cedarview Road, Greenbank Road, Woodroffe Avenue and Clyde Avenue. From there, Baseline Road passes through the secondary study area intersecting with Merivale Road, then continues east and intersecting first with Fisher Avenue then Prince of Wales Drive. At Prince of Wales Drive, Baseline Road becomes Heron Road (another Regional Road) where it crosses over the Rideau Canal and the Rideau River.

There are presently no roads within the primary study area. Adjacent local roads, however, include a portion of Clyde Avenue, recognized as a local road immediately abutting on the west side, and Caldwell Street just to the northeast of the subject property.

As noted from the Traffic Impact Study prepared in conjunction with this Plan of Development,[1] without any site development, three major intersections within the area are at their capacity for most of the traffic movements at the intersections, based on 1988 traffic volumes. These intersections are:

- Baseline Road and Clyde Avenue; and
- Baseline Road and Merivale Road.
- Baseline Road and Fisher Avenue

The study further identified that the Baseline Road and Fisher Avenue intersection just beyond the study area was also already at capacity. Although these intersections are at capacity, the existing major road links -- the Baseline, Merivale, Clyde and Maitland arterial road segments within the study area -- do not present link capacity problems.

2.1.2 Existing Neighbourhoods

The neighbourhoods within the secondary study area that stand to be most affected by the Plan of Development are:

- Carlington subdivision, located immediately to the north and northeast of the subject lands; and

- Copeland Park subdivision, located immediately to the west of the subject lands.

Other nearby neighbourhoods located within the secondary study area, but less likely to be affected, include Fisher Heights, Skyline/Cityview and St. Clair Gardens located to the southeast, south and southwest of the subject lands, respectively, in the City of Nepean.

Figure 5 identifies the boundaries for census tracts within the secondary study area. Table 1 identifies selected socio-economic characteristics for the different neighbourhood areas by census tract(s).

Carlington, located to the northeast of the subject lands, is bounded on the north/northwest by Highway 417, on the south by the experimental farm, and on the east by Fisher Avenue. This area is also divided by Merivale Road, which is characterized as a linear or strip commercial artery passing through the centre of Carlington.

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[1] Clyde and Merivale Lands, Traffic Impact Study, Cumming Cockburn Limited, Consulting Engineers and Planners, Ottawa, Ontario, April 1990.

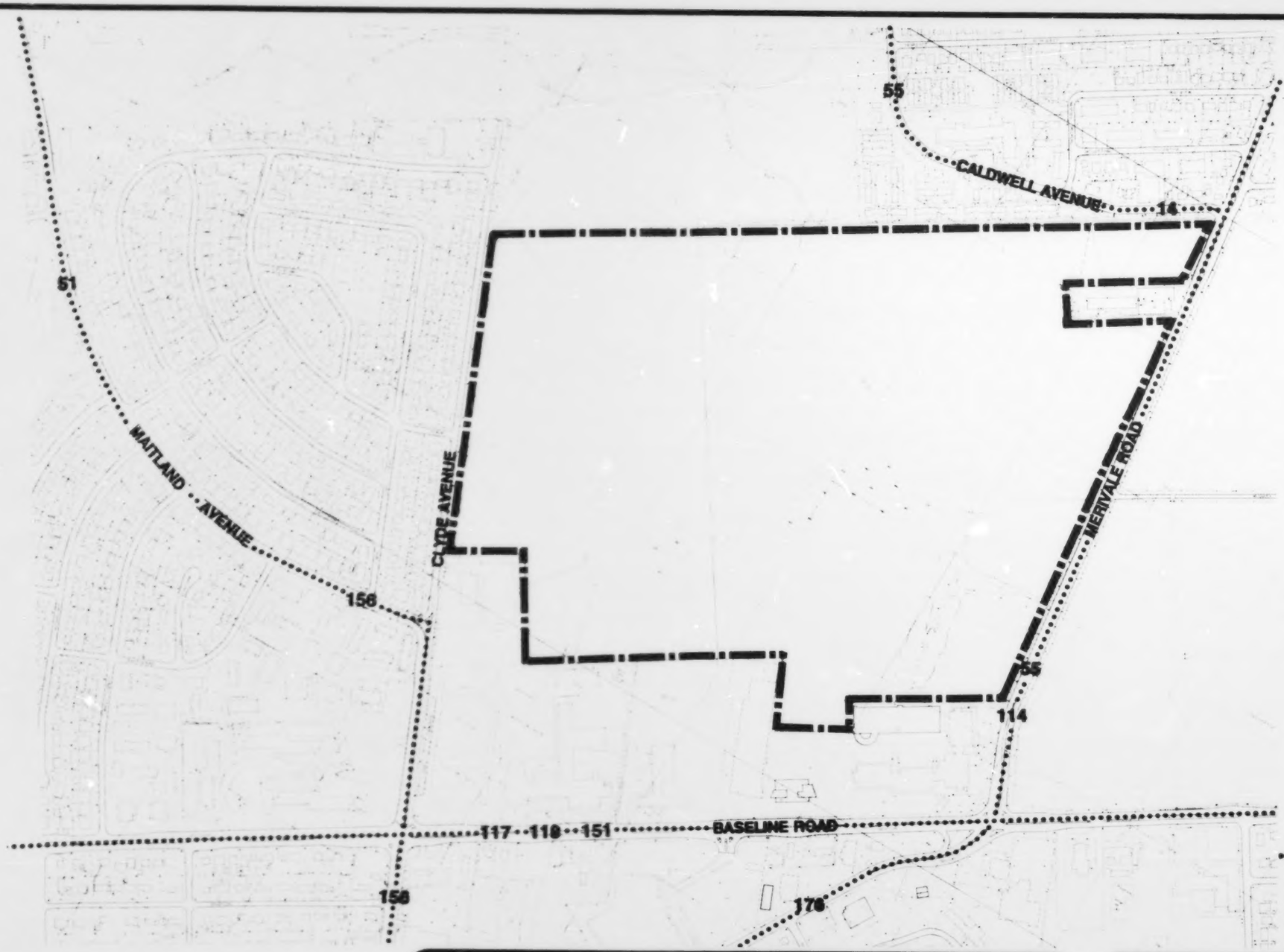

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FIGURE 4
EXISTING ROAD NETWORK AND PUBLIC TRANSIT ROUTES

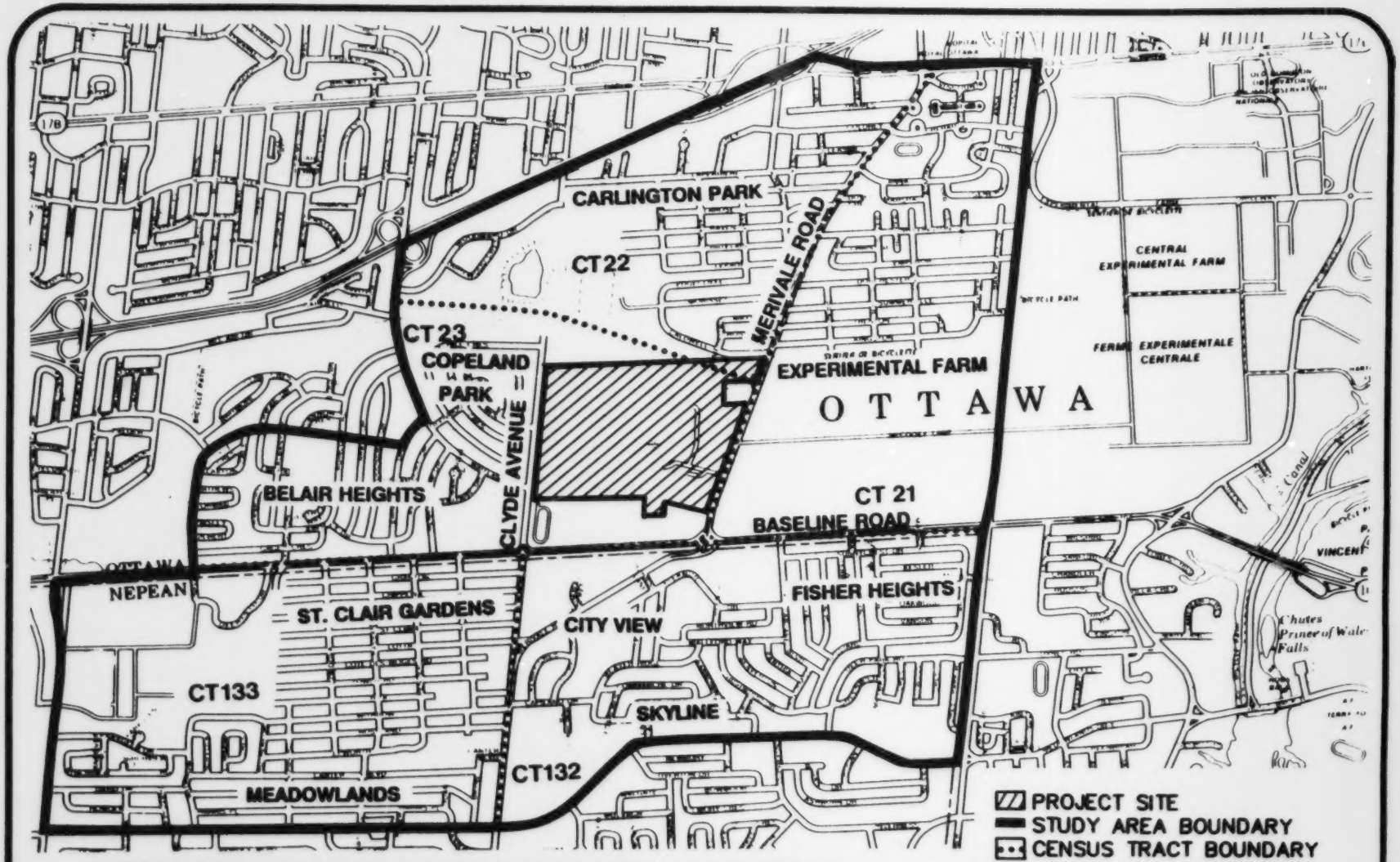

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FIGURE 5
STUDY AREA CENSUS
TRACT BOUNDARIES

TABLE 1

SELECTED SOCIO-ECONOMIC CHARACTERISTICS

	CARLINGTON (CT'S 21&22)	COPELAND PARK/ BEL AIR (CT 23)	FISHER HEIGHTS SKYLINE/CITYVIEW (CT 132)	ST. CLAIRE GARDENS, MEADOWLANDS (CT 133)
1986 Population	12,623	6,468	6,329	6,437
Dwelling Characteristics				
Total No. of occupied private dwellings	5,340	2,700	2,455	2,280
By Tenure – Owned	1,615	1,665	1,105	1,410
– Rented	3,725	1,030	1,350	865
By type of dwelling – single detached	1,385	975	1,115	1,560
– appartment 5 or more stories	1,655	1,080	770	310
– all others (semi's, row, etc.)	2,295	640	565	405
Housing Characteristics				
Average value of dwelling	$97,323–$115,868	$115,375	$139,414	$128,327
Period of Construction				
– before 1946	450	25	40	55
– 1946 to 1960	2,135	795	450	880
– 1961 to 1970	1,415	895	1,205	420
– 1971 to 1980	1,235	970	760	585
– 1981 to 1986	105	15	5	340
Household Characteristics				
Total No. of private households	5,335	2,695	2,460	2,275
By size of household	1,655	670	520	415
– 1 person	1,890	1,040	915	780
– 2 persons	810	465	460	425
– 3 persons	835	485	505	590
– 4 to 5 persons	145	40	60	65
– 6 to 9 persons	10	–	–	–
– 10 or more persons	2.2 to 2.4	2.4	2.5	2.7
Average No. of persons per household	2,570	1,615	1,515	1,600
No. of husband–wife families (census families)	1,285	835	675	670
– with no children at home	540	335	350	360
– with 1 child at home	485	340	345	400
– with 2 children at home	270	110	150	175
– with 3 or more children at home	750	245	280	165
No. of lone-parent families (census families)				
Population Characteristics				
By labour force activity (both sexes)				
– in the labour force	6,910	3,620	3,940	3,850
– emloyed	6,310	3,330	3,730	3,645
– unemployed	600	285	210	195
– participation rate	67.6%	64%	73.2%	73.3%
– unemployment rate	8.75	7.9%	5.3%	5.1%
Income Characteristics				
Family Income – All census families (No.)	3,310	1,855	1,795	1,765
– under $5,000	210	35	45	–
– $ 5,000 to $ 9,999	185	45	60	30
– $10,000 to $14,999	295	50	45	50
– $15,000 to $19,999	300	75	85	90
– $20,000 to $24,999	355	135	140	140
– $25,000 to $29,999	315	150	130	130
– $30,000 to $34,999	295	145	135	130
– $35,000 to $39,999	315	115	165	140
– $40,000 to $49,999	450	290	270	285
– $50,000 and over	590	810	710	770
Average income	$30,390 to $34,259	$48,071	$48,073	$49,946
Median income	$27,766 to $32,576	$45,796	$42,328	$45,035
Standard error of average income	$ 905 to $ 1,118	$ 1,280	$ 1,381	$ 1,283
Persons in low income family units	3,440	680	680	440

As noted on Table 1, there are a number of interesting observations about Carlington in comparison with the others in the secondary study area. For example, the proportion of rental units versus owned, and multi-family style units (including duplexes, semi's, row housing, apartments and converted dwelling units) is extremely high in relation to the other neighbourhoods in the secondary study area. Most of the housing stock is now 20 to 45 years old. The area is also characterized by a significantly high proportion of single parent families, lower average family income, a higher unemployment rate, and a higher proportion of persons in low income family units. Further, over 66% of the households consist of either one or two persons only.

Copeland Park/BelAir Heights, located to the west of the subject lands, are bounded on the north by the N.C.C. lands (the bicycle path), at the west/northwest by Navaho Drive, to the south by Baseline Road, and by Merivale Road to the east. The subject lands are actually located within census tract 23 for the Copeland Park/BelAir Heights. These neighbourhood areas are themselves divided by Maitland Avenue (a secondary arterial), which is characterized by semi's and small walk-up apartment complexes. The remainder of the housing stock consists of a mix of single-detached dwelling units, apartments, semi's and row housing. Along Clyde Avenue immediately adjacent to the subject lands, most of the housing units are either single-detached or semi-detached. In contrast to the Carlington area, most of the dwelling units in Copeland Park/BelAir Heights neighbourhoods are owner-occupied rather than rented. Almost all of the housing units were constructed between 10 to 45 years ago.

Fisher Heights and Skyline/Cityview, located to the south of the subject lands in the City of Nepean, are bounded on the north by Baseline Road, on the east by Fisher Avenue, on the south by Meadowlands Drive, and on the west by Merivale Road and Clyde Avenue. The largest proportion of dwelling units are single-detached (45%), although the majority of the dwelling units are rented (55%) rather than owned. 58% of all households are either one or two persons only. A significant proportion of the housing stock was constructed during the 1960's. In comparison to the Carlington neighbourhood, unemployment is lower, and average family income is higher.

The St. Clair Gardens and Meadowlands are located to the southeast of the subject lands in the City of Nepean. These areas are bounded on the north by Baseline Road, on the west by Woodroffe Avenue, on the south by Meadowlands Drive West, and on the east by Merivale Road and Clyde Avenue. Most of the dwelling units in this area are single-detached and owner-occupied, and anywhere from new to 45 years old. Just over 52% of all households are either one or two persons only. Similar to the

Fisher Heights, Skyline/Cityview, unemployment is lower and average family income is higher when compared to Carlington.

2.1.3 Existing Employment Uses

Immediately adjacent and southwest of the subject lands at the Merivale/Baseline Road intersection is located a series of office buildings owned by Arnon Development Corporation. The Arnon site consists of approximately 7.3 hectares of land, and contains four office complexes for a total existing floor area of 52,674 m^2. At present, another 16,722 m^2 office complex is in the process of construction. A final 9,290 m^2 office complex is also proposed for the not-too-distant future to complete development on the site. When completed, the site will contain a total 78,686 m^2 (847,000 square feet) of floor area, which, at a ratio of 27.87 m^2 (300 square feet) floor space per employee, should yield a total of 2,823 employees.

Adjacent to the Arnon site on Baseline Road is the headquarters for Boy Scouts of Canada, situated on approximately 3.03 hectares of land. There are no plans to redevelop this site at present.

2.1.4 Existing Retail Facilities

Located directly south of the subject lands, primarily in the City of Nepean, is an area referred to as the "Merivale Road Commercial Sector", which is a major commercial strip in the Ottawa-Carleton Region. Facilities in this area range from small free standing or individual buildings containing a single commercial or retail enterprise, to small mini-plaza's, to larger retail plazas.

It has been estimated that a total of 268 retail stores are located in this area, comprising over 139,350 m^2 (1.5 million square feet) of retail floor space. Types of facilities include restaurants, hair care and personal service facilities (including dry cleaners, tanning salons, shoe repair, tailor shops, etc)., miscellaneous shops (including computer stores, toys, fabrics, hobby supplies, etc). Other facilities include the department-discount department store such as Zellers, K-Mart, Towers, the M-Store, Pascal's and Bargain Harold's. Also located in the area are the supermarket type of facility, such as Loblaws, the A & P, IGA and Valdi's.

To the northeast of the subject lands in the Carlington neighbourhood area, another commercial strip is located. This area, located along Merivale Road where it divides the Carlington neighbourhood, contains primarily "neighbourhood commercial uses" consisting of pizzeria's and other fast food outlets, restaurant/taverns, and convenience stores.

2.1.5 Existing Social and Community Services

An inventory and analysis of existing social and community facilities in the secondary study area was recently completed by the RMOC Planning Department.[2] This study focused on the identification of the location and capacities of existing services and facilities, including assisted housing units, homes for the aged/nursing homes, domiciliary hostels and group homes, daycare centres for children and nursery schools, elementary and secondary schools, private schools, community centres and arena's, as well as parks and open space areas. A complete inventory and review of existing services and facilities is, however, best referenced to the Study itself.

The study observed that the area was fairly rich in social and community facilities. It cautioned, however, that because of the characteristics of the existing population in the area, particularly the large numbers of youths, single or lone parent households, and seniors, that demands for the urgent expansion or addition to the present level of services and facilities was being experienced. Areas of major concern included daycare facilities for children, a daycare centre for seniors and post-psychiatric patients, a youth centre, a community centre for seniors, and a number of social service programs. It was also identified that the general aging of the population had created an additional demand for institutional care.

The study suggested that development of the subject lands would inevitably intensify demand for service and facility expansion. However, it was also seen as providing an opportunity to partially facilitate such expansion. In this regard, proposals to incorporate a senior's complex with institutional care facilities, daycare facilities for children and seniors, a psycho-geriatric centre, and even a convenience store, would help fill the gaps identified. The increase of additional population to the area was also viewed as needed to improve the utilization of some facilities, including schools. In conclusion, the study recommended that proposals for the subject lands be supplemented by further including a one to two storey social welfare/community complex accommodating a resource centre for service providers, a multi-level community centre, and a youth centre.

The specific provision of social service facilities would be assessed and implemented as part of the subdivision and site planning process at the City of Ottawa.

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[2] A Study on Social & Community Facilities, Clyde/Merivale Project, R.M.O.C., March 1990.

2.1.6 Existing Recreation and Open Space Areas

Within the secondary study area there are a variety of recreation facilities, including parks and open space areas. The parks themselves vary, from the smallest of neighbourhood parks, to community parks, to a park intended to serve the entire city area. As shown on Table 2 and located in Figure 6, within the secondary study area there is one park intended to serve the citywide area, consisting of 13.23 hectares of land area. There are also five community parks ranging in size from 9.05 hectares to 1.9 hectares, and fifteen neighbourhood parks ranging in size from 0.12 hectares to 4.0 hectares in area.

Also located in the study area are an arena (which includes a skating rink plus exercise rooms), and two community centres. At the community centres there are located a gymnasium, offices and change rooms, meeting rooms, kitchen and storage, multi-purpose rooms, and programs for youths, adults, families and seniors groups.

Regarding open space areas, within the secondary study area immediately adjacent to the northwest corner of the subject lands, the National Capital Commission owns a sizeable portion of land containing wooded areas, trails and a bicycle path, commonly referred to as the Clyde Woods area. The NCC lands contain approximately 20.2 hectares of land, and which form part of the existing linear open space network in the area.

Existing park and open space land area, not including the arena or community centres, as shown on Table 2, total approximately 56 hectares (138.47 acres) prior to development of the subject lands. The total area, as combined for both primary and secondary study areas, consists of approximately 977 hectares (2,414 acres). Existing park and open space areas prior to development therefore consist of roughly 5.74% of the total land area. An additional parkland dedication of 2.63 hectares (6.5 acres) as proposed for the development would raise the ratio to 6% of the total land area.

TABLE 2

RECREATION AND OPEN SPACE AREAS

		Land Area (Hectares)
1.	J. Alph Dulude Arena (Ottawa)	-
2.	Alexander Park Community Centre (Ottawa)	-
3a & 3b	Bellevue Manor Community Centre (Ottawa)	-
	City-Wide Parks	
4.	Carlington Park (Ottawa)	13.23
	Community Parks	
5.	Alexander Park (Ottawa)	1.69
6.	Bellevue Manor Park (Ottawa)	0.50
7.	MacFarlane Park (Nepean)	1.91
8.	Nelson Park (Nepean)	0.65
9.	St. Nicholas Park (Nepean)	0.89
	Neighbourhood Parks	
		1.21
10.	Meadowvale Park (Ottawa)	1.08
11.	Raven Park (Ottawa)	0.69
12.	Greenlawn Park (Ottawa)	1.23
13.	Ainsley Park (Ottawa)	1.27
14.	Aguicourt Park (Ottawa)	1.61
15.	Ryan Farm Park (Nepean)	0.90
16.	Library Park (Nepean)	0.61
17.	City View Park (Nepean)	0.15
18.	Linear Park (Nepean)	1.38
19.	Gilbery Park (Nepean)	0.18
20.	Trillium Park (Nepean)	0.64
21.	Eleanor Park (Nepean)	0.61
22.	Parthia Park (Nepean)	1.42
23.	Fisher Height Park (Nepean)	4.00
24.	Long Park (Nepean)	

Source: Regional Municipality of Ottawa-Carleton; "Clyde/Merivale Project: A Study on Social and Community Facilities", Regional Planning Department, March 1990.

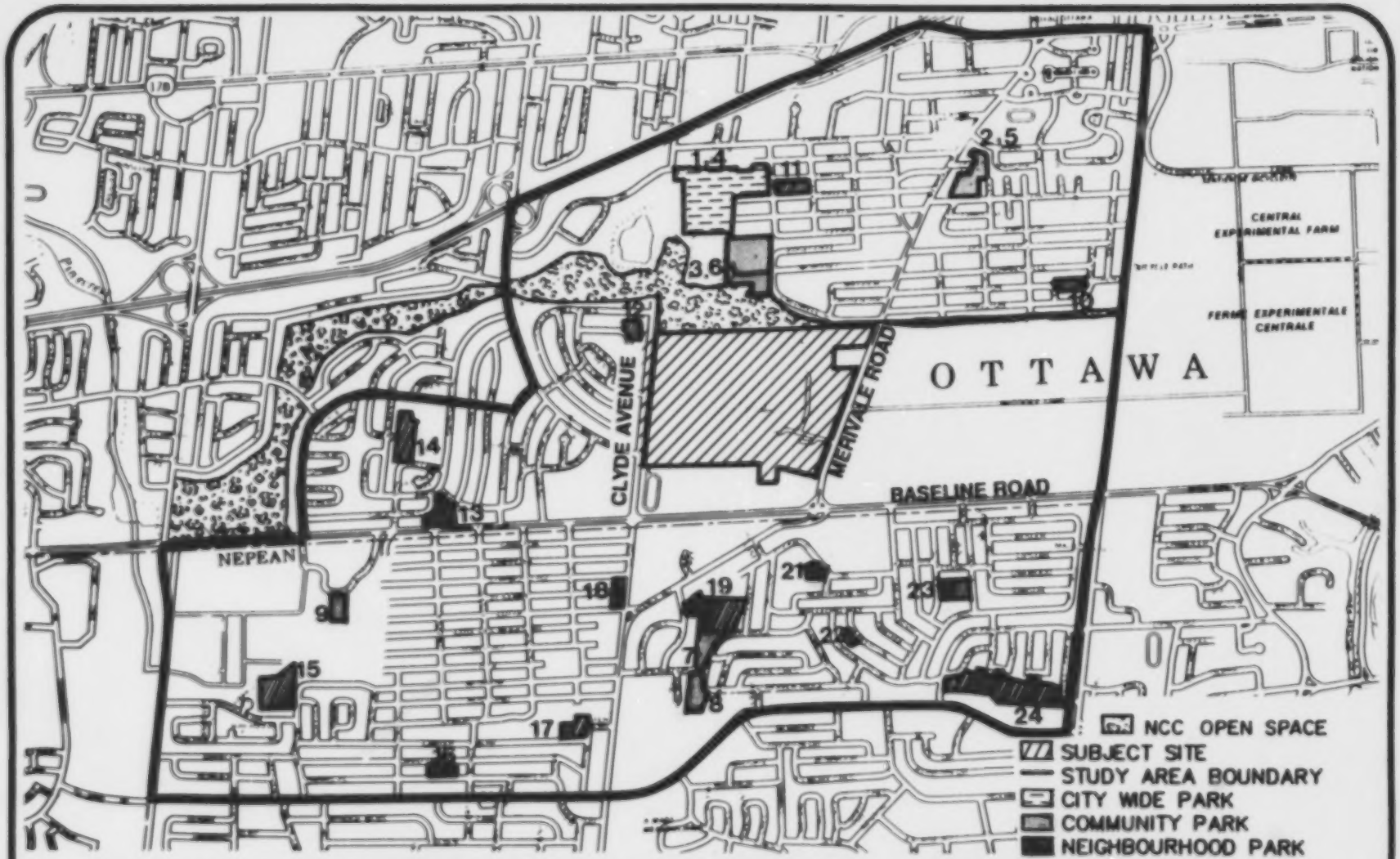

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FIGURE 6
RECREATION AND
OPEN SPACE AREAS

2.2 Property Ownership

Vacant lands within the primary study area belong to three key land owners: the Regional Municipality of Ottawa-Carleton, the Thomas C. Assaly Corporation and Communication Canada. The Thomas C. Assaly Corporation is attempting to acquire the lands from Communications Canada. The land ownership distribution in the primary study area was previously identified on Figure 3.

The ownership distributions are further illustrated in Table 3 below. As noted, approximately 65% of the lands within the primary study area are now owned by the RMOC. With only three, and possibly two, key land owners, the overall design can be better coordinated.

TABLE 3

LAND OWNERSHIP

REFERENCE	OWNER	PARCEL SIZE	% OF TOTAL
1	R.M.O.C.	± 37.0 ha.	65
2	T.C. Assaly Corp.	± 16.0 ha.	28
3	Communications Canada	± 4.0 ha.	7
TOTAL		57.0 ha.	

2.3 Site Development Characteristics

The physical characteristics of the subject property must be considered when evaluating the ultimate development capabilities of the site. These features may provide opportunities or constraints for the proposed development. In this regard, this section will look only at the characteristics of the primary study area.

2.3.1 Topography

The subject lands are located near the highest elevation in the west end of the City of Ottawa. The highest point for the City is located along the edge of the escarpment to the north of the site, near the Carlington Quarry and the regional water supply reservoir at Carlington Ski Hill.

The subject lands are actually lower at the centre thereby internally collecting the site's surface runoff, then discharging that runoff in an easterly direction. The highest elevations on the lands are located on the west side, particularly towards the northwest quadrant. The lands are also high in the southwest quadrant, but lower in the centre, and remain higher than the centre on both the north and south sides but gradually dropping in elevation in all areas as you move towards the east.

Figure 7 shows the existing topography on the site in one metre intervals. A second, but considerably smaller, depressed area also exists to the very northwest corner. In this regard, in the far northwest corner of the subject lands general elevations are higher than the majority of the site. However, a small bowl-shaped depression does exist immediately adjacent to the NCC lands.

Total change in elevation is approximately 9.5 metres, from a high point of 104.1 metres geodetic in the northwest quadrant, to a low point of 94.6 metres geodetic in the northeast quadrant adjacent to Merivale Road.

2.3.2 Soils

A study of soils[3] provides preliminary geotechnical information and design guidelines related to site servicing and development, and preliminary foundation design guidelines for low to midrise structures. In this regard, a grid of 26 test pits were dug, soil profiles were recorded, and soil types analyzed.

Dark brown to black, sandy to silty topsoil was identified at the surface throughout the subject lands, ranging in depth from nil to 0.30 metres. A fairly uniform soil profile was found to underlie the site. Below the native topsoil sand-gravel was found overlying glacial till. Soils ranged from compact reddish brown sand with some silt, to compact to loose reddish brown silty sand, to loose/compact reddish brown sand-gravel, to loose light brown clayey silty sand. Soil depths below the topsoil ranged from nil to 0.81 metres.

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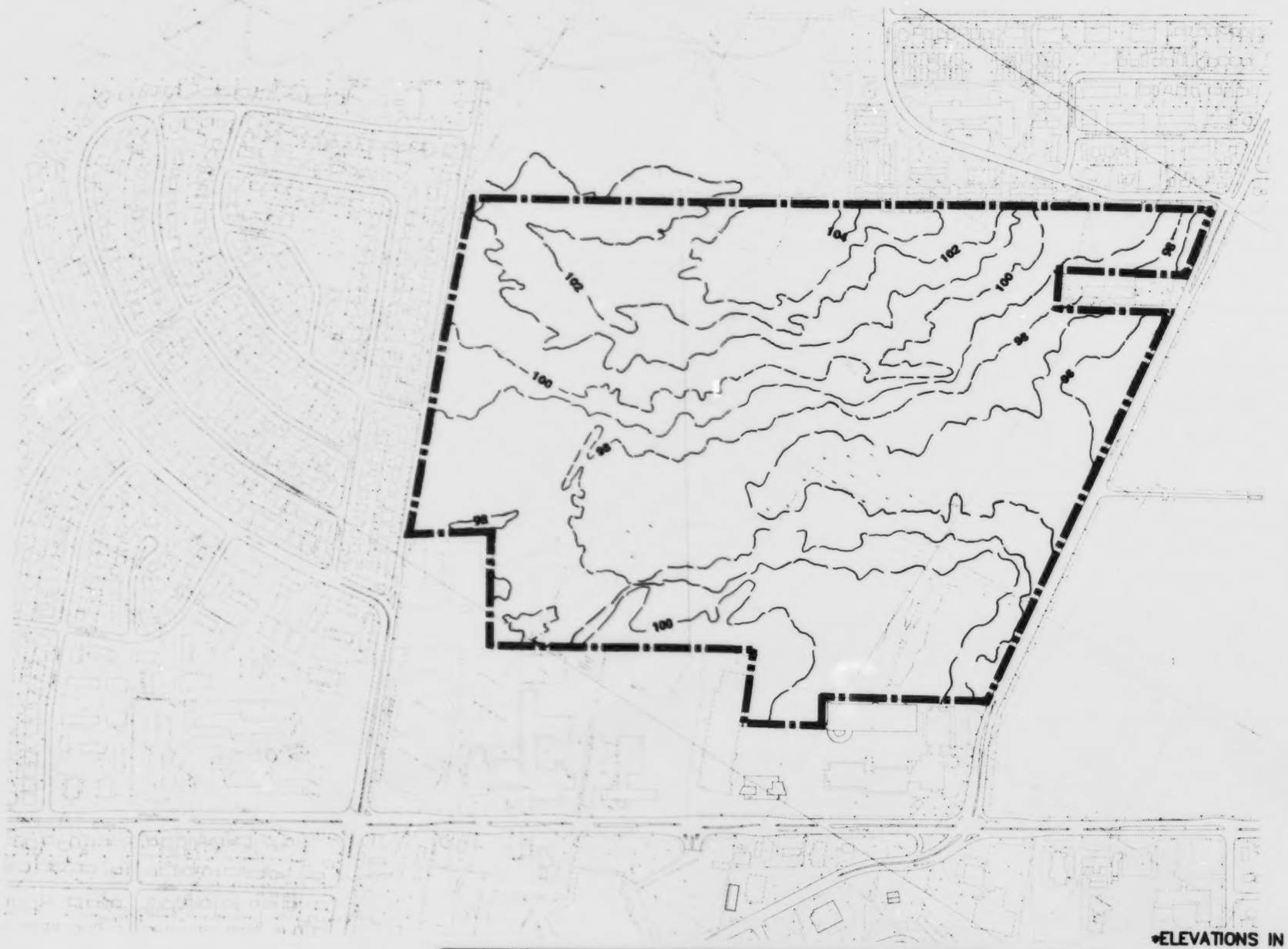
[3] Subsurface Investigation, Clyde Merivale Lands, John D. Paterson & Associates Ltd., Consulting Engineers & Geologists, 1989.



*ELEVATIONS IN 1.0 METRE CONTOUR INTERVALS

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FIGURE 7
TOPOGRAPHY

The glacial till stratum was found to be intermittent over the site and, where existing, consisting of a heterogenous mixture of cobbles and boulders in a silty sand-gravel matrix. Areas with glacial till underlying soils and top-soil were identified in only 8 of the 26 test pits. As such, below the soils, glacial till stratum depths ranged from nil to 2.64 metres.

The bedrock underlying the site was found to consist of limestone of the Ottawa Formation. Overall, bedrock was encountered at fairly shallow depths at the greater number of test pit locations on the site. The upper limestone beds were weathered at some locations, and quite massive at others. In most areas, the bedrock was immoveable by hydraulic shovel.

In general, total soil depth is usually less than 1.0 metre, except on the east side of the subject lands towards Merivale Road where it becomes more than 2.0 metres in depth in places. Much of the area only has a thin veneer of soil less than 30 cm in depth. Further, aside from a few seasonally moist areas and a few temporary wetlands in depressions in the bedrock, the area also has very dry soils. As such, no impediments to development were recognized.

2.3.3 General Vegetation

An environmental assessment[4] of the subject lands was recently conducted which contained a general ecosystem description, including identification of the general vegetation characteristics as shown on Figure 8.

As noted, much of the subject property consists of fallow field, basically old agricultural lands with less than 10% cover by shrubs. In these areas, herbs characteristics of old fields are found including several grass species, goldenrod and asters. Fallow field areas are identified on Figure 8 as area 5.

Two other areas were identified as wetlands (area 1), located in the centre of the site and again in the northwest corner adjacent to the NCC lands. In the northwest corner, the wetland area was identified as a temporary swamp, located in a shallow depression directly over limestone bedrock. In the centre of the site, the wetland is primarily a shrub swamp but also contains a small section of marsh. Along the southeast edge of this wetland area there is an old dump site once used by the Central Experimental Farm for dumping excess agricultural pesticides.

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[4] Environmental Assessment, Clyde Merivale Lands, Cumming Cockburn Limited, 1990.

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FIGURE 8
GENERAL VEGETATION

A study by MacLarentech Inc.[5] determined that "waste materials and associated soils excavated from the waste site are not hazardous and are thus not subject to disposal at a licensed hazardous waste disposal facility." In planning the site it is the intention of the R.M.O.C. that the future design incorporate the boundary of the dump on lands that would be retained in public ownership.

There is also a smaller wet area in the southwest corner where surface runoff from the adjacent High School collects, then drains towards the central wetland.

Other general vegetation characteristics identified on the subject lands include shrubland (area 4), coniferous and mixed woods (area 2) and broad-leaved woods (area 3). The areas of shrubland (more than 10% covered by shrub) were primarily found to the north of the site. Shrubs in these areas were identified as mostly Tartarian Honeysuckle, Glossy Buckthorn and Staghorn Sumac.

Coniferous and mixed wood features were identified in three areas: in the northwest between the shrubland and wetlands; to the north just below the shrubland; and, in the centre adjacent the north side of the central wetland area. These areas were identified as coniferous woods and mixed woods with at least 30% cover by conifers, mostly White Cedar. Areas with young coniferous and mixed tree seedlings and saplings are also included here.

Broadleaved woods features were primarily identified just to the north of the subject lands on the NCC property. Another smaller broadleaved woods area was however identified adjacent to the south side of the central wetland. These areas were identified as broadleaved woods with tree species including White Ash, Sugar Maple, Bitternut Hickory, Basswood, White Elm and others. Areas with young broadleaved tree seedlings and saplings were also included here.

In general, as identified in the environmental assessment prepared for the site, the plant species composition indicated that drought conditions often occur in the soil on the property. Further, many plants exhibited moisture stress from lack of moisture in the soil during the month of August, particularly in areas where soils were thin. There were no elements of the site that were identified as federally, provincially, regionally or locally significant as defined by current legislation, or approved planning policies. The report prepared by Cumming Cockburn Limited identifies

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[5] Central Experimental Farm, Waste Site Characterization, MacLarentech Inc., June 1988.

mitigating measures for post development conditions. Appendix 3 of this report provides alternative means of retaining the environmental area.

2.4 External Municipal Infrastructure

The ability to provide municipal infrastructure such as the provision of water supply, sanitary sewers, and storm sewer outlet, are critical to the evaluation of the development capabilities of a site. These features will ultimately identify the extent of development that the site can support. As such, this section will identify the major opportunities and limitations regarding the provision of municipal services to the subject lands as identified in engineering studies[6] prepared for the site.

2.4.1 Water Supply & Utilities

For water supply purposes, the subject lands are located in the Copeland Park area, part of a very large regional water supply pressure district. This pressure district starts at the Rideau River and extends out to Kanata, with the Queensway as a northern boundary. This pressure district is served by two major pumping stations, one located at the Britannia Water Purification Plant and one located at the rear of the Carlington Heights Reservoir just north of the subject property, as shown on Figure 9.

In addition, storage for this pressure district is substantial, some 34 million litres (7.5 million gallons) in a reservoir on high ground in the Carlington Heights area. The elevation of this storage is such that an uninterrupted water supply is available to the entire pressure district. The area is subsequently regarded as having a very secure water supply system. The existing residents have indicated at times there is low water pressure. The R.M.O.C. has indicated that water pressure will increase when planned improvements to the water system are completed.
Regarding existing watermain service, there is presently both a 600 mm and 200 mm watermain on Clyde Avenue, a 400 mm watermain on Baseline Road, plus a 300 mm watermain on Merivale Road, as shown on Figure 9. These mains are all located within the above described pressure zone, in relative proximity to the main reservoir at Carlington Heights.

The logical site servicing proposal would provide a 400 mm watermain through the development site connecting the 600 mm watermain on Clyde Avenue with the 300 mm watermain on Merivale Road.

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[6] Sanitary Sewer Investigation Mooney's Bay Collector Merivale Road/Clyde Avenue, 3101-E-01, Cumming Cockburn Limited, April 1990
Storm Drainage Report, Clyde Avenue Merivale Road, Development Site, October 1989.

Utilities such as hydro, gas and cable T.V. are all located off-site but can be extended into and through the site without difficulty.

2.4.2 Sanitary Service

In the vicinity of the subject lands, all sanitary sewers, by way of collector lines, eventually lead to the Robert O. Pickard Environmental Control Centre for treatment of sewage effluent, located adjacent to the Ottawa River in the City of Gloucester. Sewage flows from lands roughly south of Baseline Road are taken via the Lynwood collector. The system of sewage pipes taking flows from a large portion of the rest of the main urban area (much of Nepean, Ottawa, Gloucester and Vanier) drains north to interceptor sewers (including the Baseline/Woodroffe, Cave Creek, and Mooney's Bay collectors) along the Ottawa River, and then east to the Robert O. Pickard Environmental Control Centre.

To accommodate development of the subject lands, two alternatives were considered:

a) connection to the existing 225 mm sewers on Clyde Avenue and Merivale Road and outlets thereto into the Baseline/Woodroffe and Cave Creek collector sewers respectively; or

b) construction of a new 600 mm diameter sanitary sewer line that would flow easterly across the Experimental Farm and Fisher Avenue to Prince of Wales Drive thereby connecting to the Mooney's Bay collector.

Regarding alternative a), both of these collector sewers convey flows which are greatly in excess of theoretical projected flows due to the infiltration of ground water and stormwater entering the system. More specifically, the Cave Creek Sanitary Collector System was identified as having capacity problems, particularly during heavy rains. Therefore, capacity would not be available until such time as rehabilitation of existing trunks and local city sewers and removal of the extraneous flow noted above takes place.

Other alternatives to connect to the south, eventually to the Lynwood Collector, were not regarded as viable alternatives due to either insufficient surplus available capacities, or an inability to serve all of the lands by gravity.

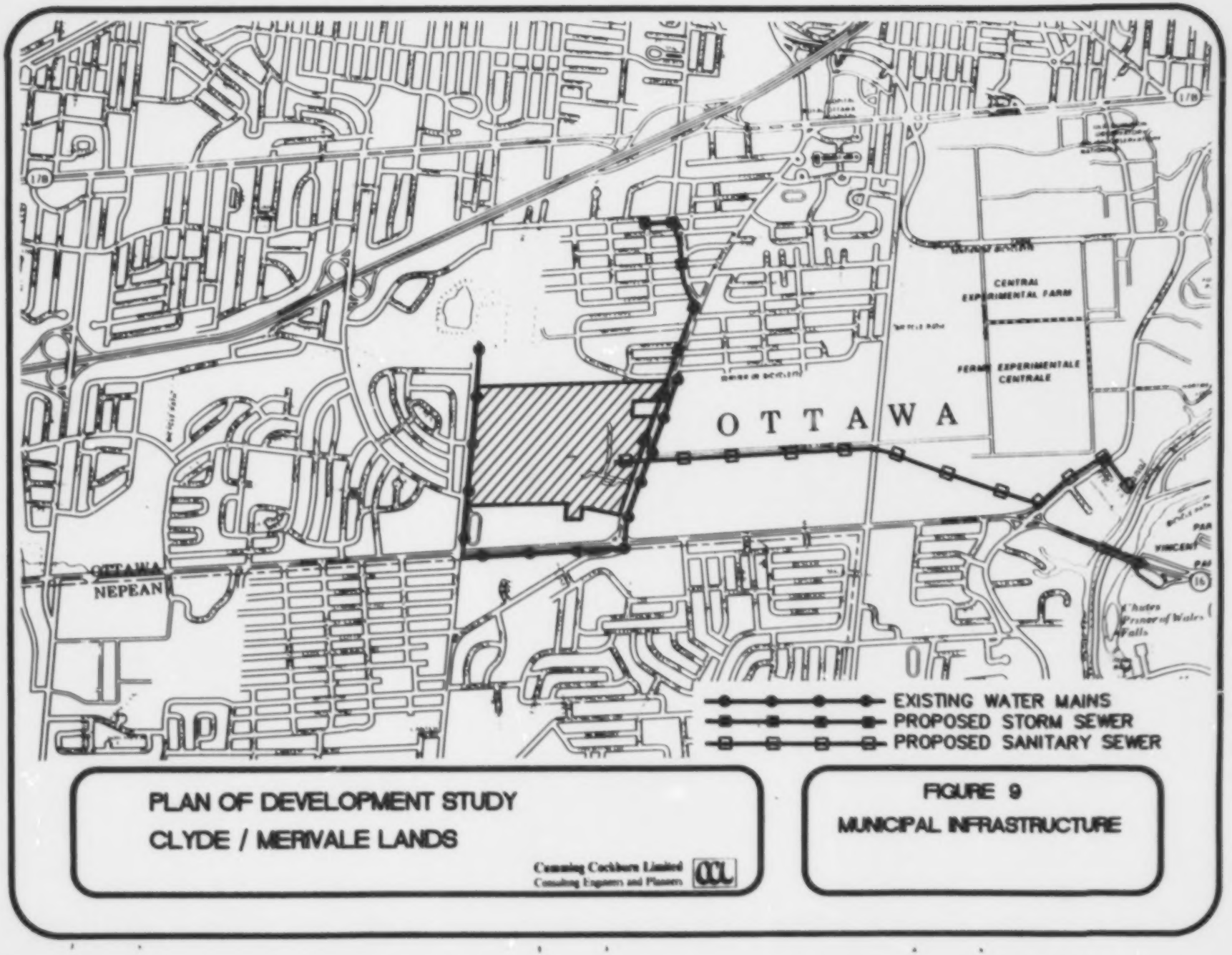

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FIGURE 9

MUNICIPAL INFRASTRUCTURE

Regarding alternative b) to the Mooney's Bay collector, a right-of-way for easement purposes will be required through the Agriculture Canada lands. The drainage area tributary to the Mooney's Bay collector sewer is a separated system within the City of Nepean, and with the exception of Carleton Heights and some minor streets north of Carling Avenue within the City of Ottawa, extraneous flow beyond that normally expected in a sewer system has been eliminated. Further, the City of Ottawa is presently implementing a program that would ensure 98% of all sanitary sewers north of Carling Avenue tributary to the Mooney's Bay collector are fully separated by 1993.

Analysis of the Mooney's Bay Collector identified sufficient surplus available capacity within the system to service the subject lands and also other potential infill sites within the drainage boundaries of both the collector sewer and project outlet sewer through the Experimental Farm. This alternative is the least expensive since road reconstruction would not be required. Further, it provides the added opportunity of intercepting a portion of the Cave Creek Sanitary System at a location on Fisher Avenue north of Baseline Road, thus assisting to relieve flooding problems within the Cave Creek Sanitary drainage area.

The proposed location of external sanitary sewers are also shown on Figure 9.

2.4.3 Stormwater Drainage

The existing storm sewers along Merivale Road, Baseline Road and Clyde Avenue were not designed (sized) to accept runoff from the site. Existing natural drainage is primarily in an easterly direction to Merivale Road where two culverts convey surface runoff to an infiltration drainage system located east of Merivale Road on the Experimental Farm lands. A small area located along the western boundary to the site drains southwesterly to Clyde Avenue.

Initially, several alternatives to convey the storm runoff were investigated:

a) **Storm Sewer to Rideau River** - including construction of a 1500 mm diameter storm sewer from Merivale Road east across the Experimental Farm to Prince of Wales Drive, then crossing the Rideau Canal to discharge into the Rideau River just upstream from Carleton University. For this alternative, water quality treatment prior to discharge would be required necessitating storage facilities on or off-site.

b) **Outlet to the Baseline Road Storm Sewer** - which would involve conveying runoff across the Experimental Farm lands into the existing storm sewer on Baseline Road, which eventually outlets to the Rideau River. Treatment would again be required, plus significantly larger on-site storage, i.e. depending on the capacity available in the Baseline Road Storm Sewer.

c) **Outlet to the Merivale Road Storm Sewer** - which requires increasing the capacity of the storm sewers in Merivale Road, Kirkwood Avenue and Laperriere Avenue to the City of Ottawa Cave Creek storm tunnel. Under this alternative, a 1,500 mm storm sewer will carry the runoff from the site along Merivale Road, increasing in diameter to 1,650 mm, then 1,800 mm, to the Cave Creek via these streets. This alternative would also help eliminate or reduce surcharging in the existing local sewers in the Larose, Merivale and Shillington areas. Total distance from the site to the Cave Creek tunnel is approximately 1,500 metres. Water quality treatment would not be required for this alternative.

d) **Groundwater Recharge** - under favourable conditions, storm runoff can be discharged into the subsoil by means of infiltration wells or pipes. If the water table is sufficiently low and the subsoil permeable, infiltration through a porous layer could reduce or even eliminate surface runoff. The development site is underlain by a limestone rock formation which in some locations is thinly bedded. The depth to bedrock varies from nil in the northwestern corner of the site to over 3.0 in the southwestern corner. Generally, the bedrock occurs at shallow depths. Preliminary soils investigations have indicated that the watertable is lower than 3.0 m below grade. It appears that some form of infiltration system can be installed which would reduce peak runoff and/or on-site storage requirements.

e) An alternative method of stormwater management is providing a detention pond that could be located on the site. The optimum location for the pond from an engineering perspective would be at the south west corner of the northerly access of the collector road and Merivale Road.

Another possible location is more central to the site. The difference between these locations is that the more central location would require a deeper pond with the surface of the water being 3-4 metres below finished grade of the surrounding land. This would result in a very deep basin. This could possibly be used as a feature on the site, if it were landscaped around the edges. However, the City of Ottawa does not want the

responsibility to maintain it since it will create ongoing maintenance costs.

f) Another alternative was eventually considered, i.e. to create on-site impoundment to limit post-development flows to pre-development levels, and upgrading the storm sewer along Merivale Road over a length of approximately 850 metres.

Eventually, alternative c), the outlet to the Merivale Road Storm Sewer was found to be the most attractive for various reasons. In this regard, the development of on-site detention facilities would reduce developable lands plus create ongoing maintenance costs. Although Alternative c) would require extensive reconstruction of existing sewer systems, road restoration, sidewalk and manhole reconstruction, it would allow the City of Ottawa to upgrade the drainage in the area to the north of the subject lands and eliminate surcharging in existing sewers. Co-ordination of the storm sewer installation with road works offers potential for net cost reduction. An opportunity therefore exists for future cost sharing with the City.

The proposed location of external storm sewers are also shown on Figure 9.

3.0 POLICY CONTEXT

A further important consideration influencing the future development of the subject lands are the public policies in place at the provincial, regional and municipal levels. The policies affecting the subject lands at each of these levels are described below.

3.1 Provincial Policies

Since the implementation of the new Planning Act in 1983, a Provincial Policy Statement has been issued under Part 3 of the Act, dealing with housing.

The "Provincial Policy Statement for Land Use Planning and Housing", does have significant impact. This policy statement was prepared out of concern for the Province's economic and social well-being, and in recognition of the need for the availability of a sufficient supply of housing that is affordable, accessible, adequate and appropriate to the needs of the full range of households across the Province. The policy statement deals with a variety of issues related to:

- the supply of land for residential development;
- the land use planning approval process;
- land use standards which regulate the range of housing types which can be provided; and
- the effective use of existing building stock and previously developed land for new housing.

Section 4.2 of the housing policy statement is the section that will ultimately have the most significant impact on the development/redevelopment of the subject lands. In this regard, section 4.2 reads as follows:

"4.2 All municipalities and planning boards establish appropriate planning policies and standards which will enable at least 25% of New Residential Units resulting from New Residential Development and Residential Intensification through conversion of non-residential structures, infill and redevelopment, to be Affordable Housing by:

a) identifying the forms of housing which could be developed as Affordable Housing. These forms of housing are to be locally determined based on an analysis of:

i) incomes up to the 60th percentile in the Housing Region;

ii) the full range of housing needs for households within the lowest 60 percent of the income distribution for the Housing Region;

iii) a range of housing prices/rents to meet these needs;

iv) expected housing production costs and market prices/rents;

v) the ability of the market to produce housing to meet the Affordable Housing definition;

vi) the amount of government-assisted housing needed in the municipality, normally identified in a Municipal Housing Statement."

At this stage of the planning process, the Plan of Development must demonstrate that there is the potential to accommodate the required 25% affordability guidelines.

3.2 Regional Policies

The Regional Municipality of Ottawa-Carleton adopted a new Official Plan. The majority of the policies were approved by the Minister of Municipal Affairs. This new Official Plan sought to designate the subject lands "General Urban Area". The New Official Plan, as it specifically applies to the subject lands, however, is deferred for further consideration pursuant to Section 17(10) of the Planning Act, S.O. 1983. Until such time as the issues leading to the deferral are resolved, the policies and designation of the 1974 Regional Official Plan still apply.

The 1974 Regional Official Plan had designated the subject lands as "Agricultural Resource Areas", to recognize the use of the property as part of the Central Experimental Farm. Policies for the Agricultural Resource Area designation identified that lands so designated shall be used primarily for farming, including the residential requirements of the farming activity. In general, other land uses considered appropriate include: forestry, open space, conservation and open air recreation; industrial activities directly related to agriculture; limited commercial development; limited non-farm residential development, primarily country lots; mineral extraction including pits and quarries, etc. This is no longer considered appropriate for land within the City which is almost surrounded by mature urban development and it is not an efficient use of the land.

Within the General Urban Areas the new (1988) Regional Official Plan is principally concerned with providing residential development and achieving the desired distribution of jobs, major shopping centres and major community facilities.

Primary Regional interests for the General Urban Area designation were subsequently identified as follows:

"1. A safe, convenient and energy-efficient living environment for urban residents; and

2. The provision of transportation and other regional services."

The following policies are relevant to planning the subject site:

"1. General Urban Areas designated on Schedule B are to be used primarily for residential purposes. Non-residential uses also may be permitted subject to the following requirements:

a) discrete clusters of contiguous non-residential uses may be permitted with a development potential of up to 2,000 jobs;

b) discrete clusters of contiguous non-residential uses with a development potential of between approximately 2,000 and 5,000 jobs may be permitted, if they are designated as Secondary Employment Centres in local official plans in accordance with policy 9 of Section 3.1.3.3;"

The General Urban Area policies of the Regional Official Plan permit a variety of residential and non-residential uses. In other words, they permitted the kind of uses that characterize a typical urban area. They also establish criteria for the development of Secondary Employment Areas for areas which are not already substantially developed. In this regard, secondary employment areas provide for medium density concentrations of employment uses, providing up to a maximum of 5,000 jobs in any concentrated area.

The rationale behind the regional policies is such that non-residential uses should also be permitted in General Urban Areas in order to reduce trip making for day-to-day needs. Some limitations are however placed on non-residential uses to ensure that regional objectives pertaining to the distribution of jobs and major shopping centres are also achieved. The policies are based on the premise that average walking distance to transit stops is minimized if higher density development is located close to transit stops and, that contiguous development will assist in the minimization of costs resulting from poor utilization of piped services, and inefficiency of transit services.

In summary, the Local Official Plan must conform with the Regional Official Plan by demonstrating that:

- **the proposed use is primarily residential.**
- **the employment area conforms to the definition of Secondary Employment area.**
- **transit service can be provided within 400 metres of a residential lot.**
- **the transportation system will function at an acceptable level of service.**
- **that municipal servicing can be provided at acceptable levels.**

The specific land use designation for the subject land has been deferred by the minister pending the outcome of this study process.

3.3 Municipal Policies

The subject lands are presently designated "Government Functional Area" in the Official Plan for the City of Ottawa. To the north, primarily as it applies to the NCC lands and bicycle path, there is a "Major Open Space Area" designation. Lands to the south, including the Arnon Development Corporation's office complex and Boy Scout's Headquarters, are designated "Residential Area".

The policies applying to the "Government Functional Area" designation are identified as follows":

"Government Functional Area

The Government Functional Area category is intended to include: uses included in the Major Open Space Area category; federal government agency building groups in a landscaped or open space setting.

The City of Ottawa recently released a comprehensive new draft Official Plan late in 1989. The draft Plan has been released for discussion purposes but has not yet been approved by City Council. Until approved by both City and Regional Councils, the draft Official Plan has no legislative authority. The following development concept has been prepared "with regard to" the draft Official Plan policies.

The new draft Official Plan for the Ottawa Planning Area proposes a number of designations applying to the study area, including: Residential Area; Secondary Employment Centre; District Strip Commercial Area; and, Environmentally Sensitive Area. A Linear Open Space System Linkage is also proposed to the northeast of the subject lands applying to the existing bicycle path.

3.3.1 Residential Area

The proposed Residential Area designation applies to the majority of the study area, and is intended to permit the full range of dwelling types, from single-detached to apartments, including special housing needs. This designation also permits complimentary uses, including schools, churches, libraries, parks, community centres, daycare facilities, home occupations, convenience shopping, and neighbourhood shopping centres, provided that traffic generating uses are located on collector or arterial roads, and that screening, buffering, physical separation or other design measures can be utilized to reduce any adverse impacts such as noise, lighting, fumes and outdoor storage. Within the residential area designation, other non-residential uses may be permitted subject to the same criteria.

The residential area designation also provides locational criteria and guidelines for the development of major residential growth, moderate residential growth and minor residential growth, as distinguished by density, height and massing. As part of the strategic approach to housing development and residential areas, the proposed new policies further serve to address key issues like affordability, tenure mix, conservation and renewal, as well as special needs housing. The policies for affordable housing are consistent with the Provincial Policy Statement for Land Use Planning and Housing, previously discussed. Further, the proposed development of seniors housing and facilities would be permitted.

3.3.2 Secondary Employment Centre

The proposed Secondary Employment Centre designation, located in the vicinity of the existing Arnon complex towards the Merivale Road/Baseline Road intersection, is intended to permit a mix of uses including retail, office, hotel, service, cultural, entertainment, recreational and community facilities, at medium densities in compact, distinct and definable areas. For the secondary employment centres, the emphasis is for employment generating uses. Development guidelines for assessing proposals for development at secondary employment centres are included for such matters as building profile, lot coverage and landscaped open space, protection for existing/adjacent residential areas, parking, handicapped needs, pedestrian orientation, and the provision of hard services such as a water supply and sanitary and storm sewers.

The intention of the Secondary Employment Centre designation is to accommodate between approximately 2,000 to 5,000 jobs at high densities in highly accessible locations with access to at least one arterial road or provincial highway. The subject lands meet the criteria and could accommodate a Secondary Employment Centre.

3.3.3 District Level Strip Commercial Area

The City proposes a District Level Strip Commercial Area designation located along Baseline Road adjacent to the Secondary Employment Centre designation outside the primary study area. This designation is proposed as a possible use should the Boy Scout Headquarters and High School site be slated for redevelopment. The District Level Strip Commercial designation is intended for those commercial uses which attract a significant percentage of their trade area population by automobile from beyond the local area, and are characterized by uses located on relatively larger sites and surrounded at the front and sides of buildings by surface parking. This designation recognizes the need to provide opportunities for strip commercial uses which attract large volumes of automobile traffic and which, because of their on-site requirements for storage and parking, are unsuited to "Neighbourhood Level Strips". In spite of the orientation towards the automobile, this designation does however attempt to facilitate a pedestrian-oriented design of the facilities, and includes a list of development guidelines to address such matters as protection for abutting residential areas, building heights, parking, outdoor storage, loading facilities, etc.

3.3.4 Environmentally Sensitive Areas

The City proposes an Environmentally Sensitive Area designation applying to a portion of the subject lands in the northwest corner adjacent to the NCC lands. This designation appears to coincide with the wetland, coniferous and mixed woods, shrubland, and general vegetation characteristics previously identified in Figure 8.

The proposed environmentally sensitive areas are intended as restricted development areas to protect and minimize, through the land use planning and development control process, adverse impacts on the uniqueness or the ecosystem of the area. In this regard, the proposed policies require a Municipal Environmental Evaluation prior to development in an Environmentally Sensitive Area. Only land uses which are compatible with the conservation and preservation of the unique natural features, the protection of wildlife and vegetation, etc., would be permitted, including passive leisure uses such as cross country skiing and hiking, nature interpretive centres, research activities and wildlife management activities.

Where appropriate, Environmentally Sensitive Areas are to become part of the urban open space network. Further, such policies are intended to consider measures to improve accessibility to, and visibility of, the natural resources and features to enhance better public use and interest. All proposed development which abuts these areas is to be reviewed to minimize, through the development process, any potential impacts on the

conservation resources by implementing, where feasible, measures to mitigate any such impacts prior to development taking place.

To secure such lands or ensure their conservation, such lands may be acquired, transferred, negotiated or other development incentives offered. However, the identification of such areas does not infer a commitment to purchase, nor does it imply that such areas under private ownership are free and open to public use. The City may conduct their own studies of Environmentally Sensitive Areas to review and update the validity for their conservation and evaluate their development potential.

The draft policies do not contain definitions of what is considered environmentally significant nor does the City have a specific implementation program for areas that might be environmentally significant if such areas exist. Since the size of the proposed area is significant and the financial implications of dedicating these lands and the parkland would be onerous for the land owners, the implications and implementation of this proposed policy has been considered and further discussed in Appendix 3 of this study.

3.3.5 Leisure Resources - Linkages

The Leisure Resource - Linkage designation is proposed to recognize the existing bicycle path adjacent to the site's northeast corner. The linkage open space policies are intended to ensure that linkages are developed as open landscaped corridors which focus on recreational pathways and/or scenic driveways, serve as buffers which both separate and link residential communities or less compatible land uses, and integrate with appropriate utility rights-of-way.

In order to meet the land requirements for the identified leisure needs the new draft Official Plan and the Planning Act requires for the development of land uses other than commercial and industrial uses the conveyance of either 5% of the land or an equivalent of cash-in-lieu of land to the municipality for park or other public recreational purposes.. As a condition of the development of commercial or industrial uses, the draft policies further require the conveyance of either 2% of the land or an equivalent amount of cash-in-lieu of land.

For development proposals that incorporate a mix of uses within it, the draft policies require the conveyance of land or an equivalent amount of cash-in-lieu of land to be calculated according to the total floor and associated site area that each use utilizes on the site, and the assignment of the 2% or 5% requirement. In this regard, the requirements for each use are to be added together to determine the total contribution to be provided to the municipality for park and other public recreational purposes.

associated site area that each use utilizes on the site, and the assignment of the 2% or 5% requirement. In this regard, the requirements for each use are to be added together to determine the total contribution to be provided to the municipality for park and other public recreational purposes.

The draft Official Plan also provides alternative methods of calculating parkland dedication requirements in proposed high density residential areas. In this regard, City Council may require a developer to convey to the municipality land to be used for park or other public recreational *purposes at a rate of one hectare for each 300 dwelling units proposed* in high density areas, or an alternative equivalent amount of Cash-in-lieu. The net effect of this alternative method is to require parkland dedication in excess of the legislative authority for parkland dedication, as provided by Section 50 of the Planning Act, S.O. 1983.

For the purposes of this study, the proposed parkland dedication will be consistent with the provisions of the Planning Act.

As discussed above, the draft Official Plan policies have not yet been adopted. Rather, they have only been released for discussion purposes, which means that changes could result prior to adoption and final approval. The draft policies do, however, provide an early indication of the City's desire and intent for future development, as it affects the study area. A request will be made of the City of Ottawa to amend the local Official Plan to conform with the "General Urban Area" Designation of the R.M.O.C. and the City of Ottawa's approved land use policies.

4.0 DEVELOPMENT PRINCIPLES

As identified from the Implementation Policies of the new draft Official Plan for the City of Ottawa, "Plans of Development" are required as a means to provide concept plans and associated development guidelines for areas which require comprehensive study prior to allowing development to proceed. In this regard, the Plan of Development is intended to provide the framework for guiding the subdivision and development of large tracts of predominantly vacant or under utilized land to an acceptable degree and intensity of urban use, particularly in cases of multiple land ownership, as is the case for the subject lands. The development principles arising from the City of Ottawa draft Official Plan are summarized in the following text.

4.1 Land Use Mix/Compatibility

Planning shall be carried out in such a manner that the creation of an integrated and balanced community can be achieved. All new development shall seek to address the transition created between what is proposed to be built and what is already existing in a sensitive manner. New development shall respect adjacent built properties so that the new development will be considered to be compatible and well integrated with the general building form, scale and profile of uses adjacent thereto.

4.2 Residential Areas

The development of the overall area should include a mix of housing types comprised of both ground-oriented and non-ground oriented buildings. The provision of a mix of tenure forms (ownership-rental-cooperative) and of housing for low, medium and upper income households shall be encouraged. Approximately 25% of the total number of developing units in the area affected will be affordable.

Concentrations of new residential development shall occur in locations which provide opportunities for integration with existing residential development and which are removed from concentrations of non-residential activity. Medium to high profile housing shall be encouraged at the periphery of low profile concentrations of residential development.

4.3 Employment Centres

Non-residential development shall occur in compact, distinct and definable areas. The profile of development should result in gradual transition from lower profile buildings (both on site and as it relates to buildings adjacent to the employment centres). Medium profile buildings which are consistent with and contribute to a campus-type of environment shall be encouraged. A minimum of 35% of the lot area should be landscaped open space.

Concentrations of non-residential or mixed use development shall be encouraged to locate on sites which are relatively isolated from the main body of residential development, with access/egress oriented to a collector or arterial roadway, where efficient all day high frequency public transit can be provided.

Vehicular access and egress should be oriented to, but not necessarily directly accessing/egressing an arterial road, in order to minimize traffic volumes on local streets in the vicinity of the centre.

The geographic limit of the employment centre should not be permitted to expand into established residential areas.

Development should be compact and pedestrian oriented, resulting in easy pedestrian access between uses, from job location to the transit station or stop and/or to adjacent residential areas.

Active retail and community serving uses should be encourage at grade.

The needs of persons with disabilities and other special needs groups should be addressed in site design and development.

The transportation capacity of the roadways serving the proposed development must be sufficient to accommodate the anticipated traffic generated by the proposed development.

Parking spaces provided for the proposed development must be adequate to accommodate demands generated by the development with the intent of minimizing spill-over parking on to local roads in the vicinity of the centre.

4.4 Transportation

Traffic generated from development within the area shall be directed to the perimeter roads. A hierarchy of roads shall be defined for this area including the creation of a new collector road to internally serve the site.

Development should be planned in such a manner that the impact of traffic from the area on the adjacent local street network is minimized and so that the resulting traffic volumes on these streets are kept within acceptable limits, relative to the assigned function of these roadways.

The circulation system shall facilitate pedestrian access to transit stops.

4.5 Open Space/Pedestrian Links

Land shall be provided in a central location to be developed for recreational purposes to meet community needs.

The planning of the lands should give consideration to screening or buffering between different categories and/or intensities of development and/or between development and roadways. Development of the lands should have regard for the natural diversity of the existing landscape.

As part of the development of the lands, a pedestrian circulation system should be defined that will serve to link the employment areas with proposed residential development areas; including the proposed seniors' lands, and the central recreation area. Further consideration should be given to the provision of linkages with the adjacent NCC lands (Clyde Woods) including the existing bicycle path. The circulation system shall also facilitate pedestrian access to transit stops.

4.6 Servicing

Development of the lands shall occur in an orderly fashion which will allow the implementation of cost sharing arrangements among various developers and ensure an equitable distribution of servicing capacity among all land owners and the timely provision of municipal infrastructure and amenities.

Development of the affected area requires that sufficient hard service capacity (water supply, sanitary and storm sewers, power and gas distribution facilities) can be made available to accommodate the proposed development. Prior to development occurring, plans indicating how the entire area within the boundaries of the site is to be serviced shall be provided.

Construction, servicing and stormwater management requirements should be evaluated at the detailed design stage in order to assess and mitigate impacts upon higher quality vegetation communities and upon ground water levels in the area.

5.0 DEVELOPMENT CONCEPT

The development concept prepared for the study area evolved in response to the opportunities presented by the site features, the physical and functional relationship of the area to its surrounding district, the existing and proposed policies applying to the lands at the provincial, regional and municipal levels, and the expressed wishes of the property owners. Further consideration has been given to the concerns of the general public in the area, as discussed in the attached appendices. The proposed development concept is presented in Figure 10.

The concept incorporates all lands in the primary study area; including those owned by the RMOC, the Thomas C. Assaly Corporation, and Communications Canada. The concept calls for a mix of low, medium, and medium/high density uses. It provides for office or employment areas as part of an overall Secondary Employment Centre. It also provides for a distributed set of block areas reserved for the proposed seniors facilities, plus a mixed use block to accommodate ground level neighbourhood level retail facilities with seniors apartments on the site. Further, it provides for a central park area, plus pedestrian linkage points in appropriate locations.

The development concept is sensitive to existing land uses in the surrounding neighbourhoods. In this regard, low density/low profile residential uses are proposed adjacent to existing low density neighbourhoods in the Copeland Park area. Medium density/medium profile residential uses are proposed adjacent to existing medium density residential uses in the Carlington area. The density and profile of the concept generally increases as you progress from the low density/low profile uses in the northwest corner, to medium and medium/high density/profile uses in the southeast adjacent to the Secondary Employment Centre. The seniors facilities, proposed at medium densities and medium profiles, provides for integration of seniors into the residential area and adjacent to office uses which may be occupied by uses that could serve seniors.

The following sub-sections discuss in greater detail the principle land uses proposed within the development concept, how they work both on their own as well as in relation to one another. Further discussed are the municipal engineering systems supporting the development concept.

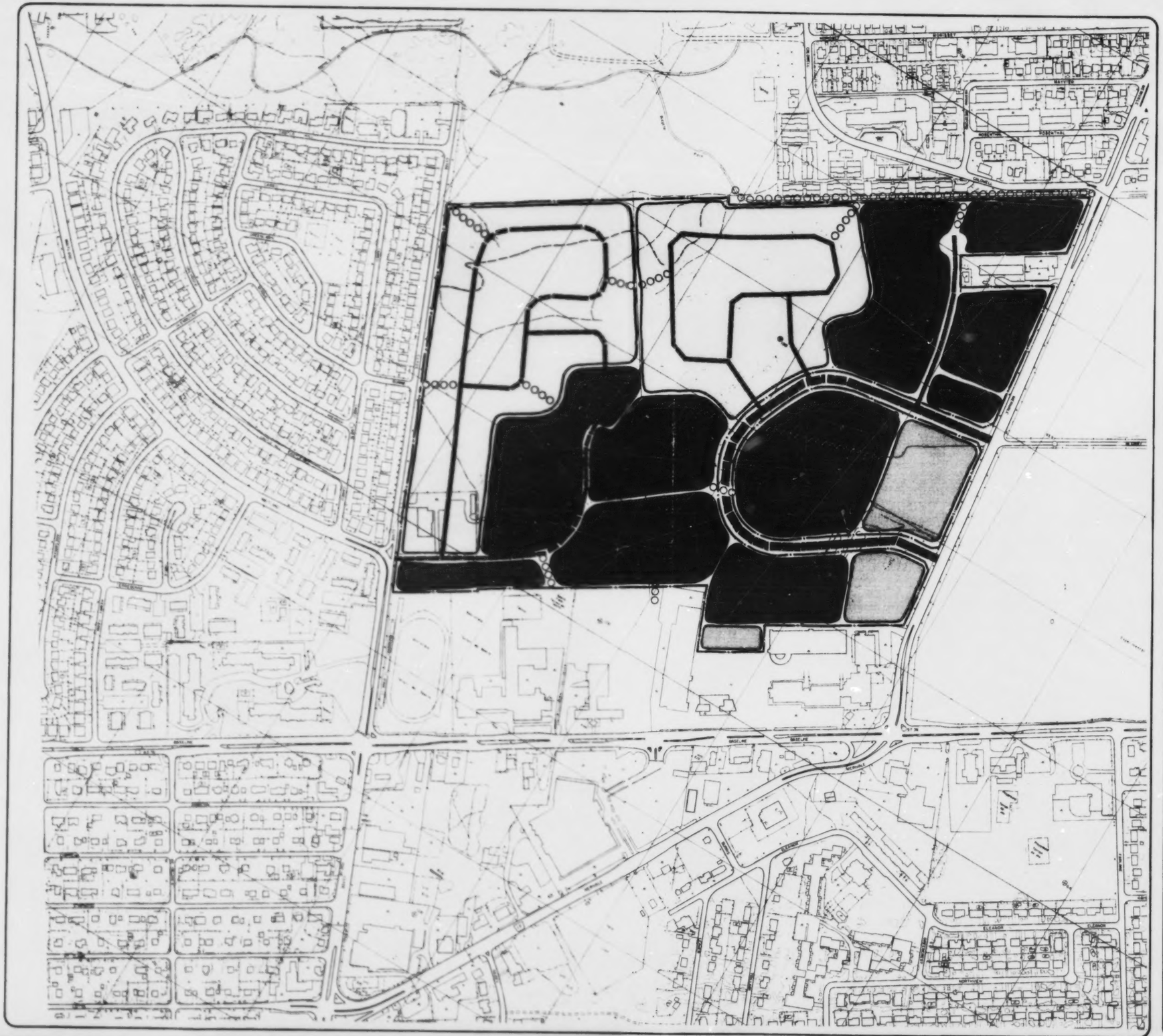
5.1 Residential Land Uses

The residential component proposed for the subject lands encompasses in the order of 31.0 hectares of land, which represents approximately 54% percent of the total lands in the primary study area. This represents the primary use of the land. As identified in Figure 10, the residential component includes low, medium and medium/high density residential uses. The residential uses and their proposed density is indicated in Table 4.

TABLE 4

RESIDENTIAL DENSITIES

RESIDENTIAL TYPE	UNITS PER HECTARE	AREA	TOTAL UNIT POTENTIAL
Low	19.5	21.0 HA	409
Medium	37	6.5 HA	240
Medium/High	100	3.4 HA	334
TOTAL		30.9 HA	983



LEGEND

RESIDENTIAL
- LOW
- MEDIUM
- MEDIUM/ HIGH
- SENIORS

RETAIL

EMPLOYMENT

PARK

ROADS
- COLLECTOR
- LOCAL

PEDESTRIAN ACCESS

CLYDE AND MERIVALE LANDS
PLAN OF DEVELOPMENT

DEVELOPMENT CONCEPT

Cumming Cockburn Limited
Consulting Engineers and Planners

0 50 100 200
meters

FIGURE 10

TABLE 5

LAND AREAS AND UNIT/FLOOR SPACE POTENTIAL

Use	Unit/F.S.I. Potential	Land Area*
1. Residential		
- low density	± 409	± 21.0 ha.
- medium density	± 240	± 6.5 ha.
- medium/high density	± 334	± 3.4 ha.
SUBTOTAL	**± 983**	**± 30.9 ha.**
2. Employment Area	± 40,470 m^2	± 4.5 ha.
3. Seniors		± 14.0 ha.
- beds	750	
- apartments	368	
- central facilities	± 5,950 m^2	
4. Mixed Use Retail		± 0.60 ha.
- retail	± 2,000 m^2	
5. Park/Open Space		
- dedication	–	± 2.68 ha.
- pedestrian linkages	–	± 0.50 ha.
6. Collector Road	–	± 3.83 ha.
GRAND TOTAL		**± 57.0 ha.**

*** Note:** Land areas are not absolute but have been rounded to represent close approximations.

The average density proposed is approximately 31.8 units per hectare (12.9 units per acre) of residential lands, where gross residential lands includes local streets but not the proposed internal collector road.

The unit potential and density for the residential land use proposal is shown on Table 4. As noted, approximately 21.0 hectares are proposed for low density/low profile residential development, 7.0 hectares are proposed for medium density/medium profile residential development, and 3.4 hectares are proposed for medium to high density/medium profile development. An explanation of building profiles is provided in paragraph 5.3 of this section. Based upon average yields of 19.5 units to the hectare for low density development, 37 units to the hectare for medium density development, and 100 units to the hectare for medium high density development, the concept plan has potential for up to 983 residential units, not including seniors land use which will be the subject of specific future proposals. At average household sizes of 2.5 to 3.0, the 983 unit potential could produce a future population ranging from 2,457.5 to 2,949 persons (excluding seniors).

The development concept is sensitive to existing residential land uses in the surrounding areas. As shown on Figure 10, low density/low profile residential uses are proposed towards the northwest area of the subject lands, adjacent to the existing primarily low density Copeland Park. Similarly, single family and medium density/medium profile residential uses are proposed in the northeast corner of the site adjacent to the existing, medium density uses on the north side of the existing bicycle path. Existing development in the surrounding areas has a variety of housing forms from high rise residential at Baseline & Maitland and even on the site itself on Merivale Road. There are medium profile buildings existing on Baseline Road & Caldwell, and low profile buildings in the existing neighbourhoods. This plan is consistent with the mix and profile of development in the surrounding neighbourhoods and surrounding area.

The residential land use proposal contains lands for low density residential uses, consistent with the low density in the adjacent neighbourhood areas. In terms of actual unit potential however, the proposed low density/low profile areas account for approximately 41% of the total residential unit potential. The remaining 58% of the residential potential is in the higher density uses. Consequently, there is a mix of housing units provided and an intensification of land use for primarily residential uses. It is anticipated that the affordable housing would be accommodated within the medium and medium high residential areas which contain 524 of the 983 residential unit potential. Therefore this meets the requirement of providing an opportunity to meet the 25% affordability criteria at this stage of the planning process. The Carlington Community has a high proportion of assisted housing so the Plan of Development provides most of the opportunity for assisted housing at locations that are away from the boundary of the Carlington Community.

The residential land use proposal provides for a gradual transition, from low density/low profile residential uses, to medium density/medium profile residential

& non-residential uses. In most respects, low density/low profile residential areas will be served by local roads, away from the higher traffic generating areas and uses. The Experimental Farm to the east provides an opportunity for long vistas of the Farm. The development along Merivale Road could have variations in height and form to allow views through the development from west to east. Therefore variation in profile and uses are proposed.

5.2 Urban Form and Building Profiles

The building forms for each of the uses are described as low and medium to provide a transition in uses from low to high. As a general rule, it is desirable to have a transition in heights. However, there may be other factors, such as density and transportation considerations that preclude strict applications of this principle. **Table 6** indicates the proposed profile for each use.

TABLE 6

BUILDING PROFILE COMPARISON

USE	PROFILE	HEIGHT
low density	**low**	**up to 4 stories**
retail	**low**	**up to 4 stories**
medium density	**low**	**up to 4 stories**
employment	**medium**	**up to 9 stories**
medium/high density	**medium**	**up to 9 stories**
seniors	**medium**	**up to 9 stories**

5.3 Employment Centre Land Uses

The employment centre component, as identified on Figure 10, contains approximately 4 hectares of land, not including existing office complexes or future development potential on the lands in the secondary study area owned by the Arnon Development Corporation and the Boy Scouts of Canada. The 4 hectares of land only represents about 7% of the total land area in the primary study area.

The employment uses are proposed in three separate block areas: a proposed 0.4 hectare block immediately adjacent to the Arnon complex to help square off that property; a 1.2 hectare block along Merivale Road immediately north of Arnon's first phase and south of the proposed collector road; and, a 2.4 hectare block alongside Merivale Road between the two access points to the proposed collector road.

The development concept focuses employment growth to the southeast corner of the site adjacent, and as a logical extension of, the existing office complexes adjacent to the Merivale Road/Baseline Road intersection. By focusing the employment centre component in the location for the existing employment area complexes, the development concept takes advantage of the strategic location of the adjacent arterial roads and the high accessibility that they afford. In this way, the concept seeks to ensure compatibility with the proposed Secondary Employment Centre designation in the draft Official Plan for the City of Ottawa, plus ensures that there is sufficient capacity to accommodate the anticipated traffic generated without adversely affecting other land use proposals or existing residential areas.

Using a floor space index (F.S.I.) coverage from 1.0 for the medium density employment areas, the 4.0 hectares of land area could potentially accommodate 40000 m^2 gross floor area. Based upon an average of 27.87 m^2 (300 square feet) gross floor area per employee, the proposal could accommodate 1,435 employees. In combination with the employment potential of 2,823 on the Arnon site, the new area proposed will provide opportunity for future employment uses at a scale consistent with a Secondary Employment Centre.

The employment centre land uses will acquire controlled access from the adjacent arterial roads and the proposed collector road, and from the Arnon Complex for the proposed 0.4 hectare block only. This 0.4 hectare block, if it is not acquired by Arnon, will become seniors use. Specific details regarding access/egress to the proposed employment area lands are best resolved at the site plan development stage.

5.4 Seniors Facilities Land Uses

The land identified for seniors use[7] on Figure 10 has been divided into four separate blocks to provide the opportunity for integration of the seniors facilities with the other proposed land uses in the project area. Although detailed design and development proposals will not be finalized until some time later, it is anticipated that the services and facilities will provide a continuum of care, and will be developed to a large extent from initiatives being made by existing institutions which have reached a point where replacement or expansion of their facilities is being actively pursued.

Possible projects under consideration include:

1. Two homes for the aged, each of 165 beds together with 100 apartments to provide accommodation for supported independent living, to be operated by RMOC Homes for the Aged.

2. A new facility similar to the existing Unitarian House as a joint venture between Unitarian House, the City of Ottawa, the RMOC, the Ministry of Community and Social Services and the Ministry of Health. The proposed facility would initially consist of 70 one- and two-bedroom apartments and 50 personal care units, with provision for future expansion of a further 70 apartments and 50 personal care units as required.

3. Further development similar to the Bronson Home, of two smaller complexes each providing 14 apartments for supervised community living.

4. In addition to the actual living and care facilities for the elderly, a number of support facilities could be located in proximity, including: an elderly person's day centre in the same building as a children's daycare centre; a psycho-geriatric centre, i.e. a therapeutic and assessment centre preferably in a residential style building; and base and administrative facilities for community support services.

Since the R.M.O.C. has taken the initiative to develop this plan and acquire lands for future development of seniors, it is appropriate therefore that a block of land be identified by the R.M.O.C. for development of a demonstration project that would meet the special needs of seniors.

The seniors use should be regarded as permitted in the Residential Areas in accordance with policy 1.6.2 of the Residential Areas designation in the new draft Official Plan for the Ottawa Planning Area.

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[7] Merivale/Clyde Lands Study for Seniors' Complex: Prepared by Booth Associates Architects and Health Facilities Planners, April, 1990

The land set aside for seniors has been distributed throughout the R.M.O.C. portion of the site so that its use can be integrated into the project and to avoid the notion of creating a ghetto for seniors. To better deal with the issue of integration, the R.M.O.C. should supplement the plan of development and develop a master plan which addresses the interface of the seniors blocks with the adjacent land uses, identifies common elements that could be incorporated into the site, more specific uses, design and landscape features, common service facilities and open space features.

5.5 Retail

The land proposed for retail use on Figure 10 contains approximately 0.61 hectares of land area, adjacent to the intersection of Merivale Road and the proposed internal collector road. For this block of land, it is proposed that neighbourhood retail facilities be developed.

Based upon a development ratio of 30% of the site, the 0.6 hectare block could potentially accommodate approximately 2,000 m^2 (22,000 square feet) of space for neighbourhood retail facilities.

To support the retail uses, the block has been strategically located adjacent to Merivale Road for enhanced accessibility and visibility. This site is also within short walking distance of the majority of lands proposed for development of seniors facilities. Further, the neighbourhood retail uses and combined adult lifestyle apartments could be accommodated in accordance with policy 1.6.2 of the Residential Areas designation in the new draft Official Plan for the Ottawa Planning Area and the existing Official Plan for the City of Ottawa.

5.6 Parkland/Open Space Land Uses

The parkland/open space component consists of a proposed central park area plus a series of pedestrian linkage paths. The parkland open space component in total contains approximately 2.9 hectares of land area, 2.63 hectares (6.5 acres) for the central park facility, and a combined total of approximately 0.28 hectares (0.7 acres) for a series of pedestrian linkage paths. The 2.9 hectare land area represents just over 5% of the total land area within the primary study area.

The public open space has been centrally located to provide convenient access for residents from the residential areas and from the seniors facilities. It would permit the development of recreational facilities that would be identified by the City of Ottawa as a community or neighbourhood park facility. The central park proposal would be further enhanced if potential community centre and/or youth centre facilities are developed adjacent to the park as part of the seniors facilities proposals.

Pedestrian access to the open space areas would be from pathways plus sidewalks located on the collector and local roads. The pathways and the road

network will allow pedestrian movement north and south as well as east and west, and maintain pedestrian circulation that is similar to the existing informal system on the site.

The City of Ottawa's draft Official Plan identifies the general location of an Environmentally Sensitive Area. The environmental study conducted by Cumming Cockburn Limited more clearly defines the elements of that area to more accurately outline its potential boundaries. The Plan of Development does not incorporate this into the area because the policies related to the environment are not clear as to what is environmentally sensitive and how the lands are to be acquired. If there is consideration to designate and acquire the lands, then a description of the implications is provided in Appendix 3.

There is an area in the centre of the site that is wet and it contains a variety of trees. The environmental report describes this area as "a seasonal wetland" (Sub-units 13, 14 and 15). The wetland is mostly a shrub swamp but a small section of marsh is also present. All the trees surrounding this wetland are very young and this wetland seems to be recovering from recent disturbances. However, the report goes on to say that, "Along the edge of sub-units 12 and 13 there is an old dump site once used by the Central Experimental Farm for dumping excess agricultural pesticides. A study by McLarentech Inc. (1989) determined that the concentrations of these wastes in the actual dump site and in the surrounding lands are non-hazardous at the present time."[2]

The report goes on to say that "the removal of the agricultural chemical dump and the nearby wetland in the centre of the property will eliminate any concern of the public health hazard, however small or unwarranted."[3]

Due to competing interests for land on the site and the presence of the dump site, this area is allocated for development rather than for open space.

North of the site in the N.C.C. lands is the area identified as the Clyde Woods. This area, which extends into the northern edge of the subject site, exhibits a high water table. The Environmental Assessment report addressed the issue of protecting this environment and stated, "The existing soil moisture regime of the wetlands on the N.C.C. lands can be maintained through suitable stormwater management measures. Similarly, basement sump water could be directed through this stormwater system to maintain soil moisture on the N.C.C. lands to the north."[4]

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2 Environmental Assessment, Clyde Merivale Lands, Cumming Cockburn Limited, 1990, Pg. 10.

3 IBID, Pg. 13.

4 IBID, Pg. 14.

Other environmental issues raised by the existance of the Clyde Woods area can be dealt with by developing landscaping plans during detailed planning phases for the development which would provide east-west corridors across the site to enhance both human and wildlife movements.

In addition to the public open space, further potential exists for the development of private open space areas for use by future residents in the blocks proposed for multiple residential, seniors facilities and employment areas. This potential is best exercised by way of minimum landscaped area requirements in future zoning by-law amendments, and the implementation of site design considerations at the site plan development stage.

5.7 Circulation/Vehicular & Pedestrian

The internal road network has a great influence on the character of the plans that are developed. The development concept as proposed has three accesses from which traffic can enter and leave the subject lands:

1) the most southwesterly corner of the property on the current Communications Canada site (currently being acquired by the T.C. Assaly Corporation) adjacent to the Clyde Avenue/Maitland Avenue intersection; and

2) the east side of the property at two locations on Merivale Road.

As shown on Figure 10, an internal collector road is proposed to access from Merivale Road in two locations, looping through the RMOC lands. Direct access from east to west through the site to provide accessibility from Merivale Road to Clyde Avenue is not proposed. Direct access to Baseline Road to the south is not proposed either due to restrictions of private land ownerships and probable significant unnecessary capital cost allocations to this project.

A second, minor collector road is proposed to provide access into the Assaly lands on the west side of the site. An emergency access is proposed onto Clyde Avenue opposite the intersection of Bonnie & Clyde. There will be a need to improve the intersection where the new collector road meets at Maitland & Clyde. All other roads are proposed as local roads intended to carry lower volumes of traffic to the internal collector roads. The collector road which loops through the RMOC lands could also provide access for transit to the internal areas of the site. In this regard, although vehicular accessibility has not been provided through the subject lands, the proposed pedestrian links would facilitate accessibility to transit stops on the proposed collector road and provide transit riders with service within 400 metres of their dwelling unit.

Access to major roads are influenced by intersection spacing requirements, and impact on existing neighbourhoods, (no access has been provided to Clyde Avenue, North of Maitland and no access provided to Caldwell). The provision of

access to Maitland and Merivale from the two collector roads provides sufficient and adequate access from the site and no access is required to Baseline Road from the site. There is a discussion in Appendix B of an option to provide access to Baseline Road.

The Transportation Study[5] identified five (5) intersections that require improvements. Three intersections are already at capacity. These are: 1. Baseline and Maitland; 2. Baseline and Merivale; and 3. Baseline and Fisher. These should be improved as part of the R.M.O.C.'s Intersection Improvement Program based on Council's priority. There are two intersections that need to be improved as a result of this project. These are: 1. Merivale and Kirkwood , and 2. Maitland at Clyde Avenue. These would be implemented through conditions of subdivision. It is noted that the yield of the Development Concept in units is marginally higher than was tested in the Traffic Impact Study for the preliminary concepts. This increase has been reviewed by the Transportation Engineers and although the identified road capacity constraints are aggravated by the increase, the implementation of the proposed traffic improvements would still support the development.

Linkages are provided through the site leading to the central park. No direct linkage is provided to the wooded area on N.C.C.'s property. However, a link is proposed in the north west corner of the site which will direct pedestrians to the north end of Clyde Avenue and on to the N.C.C. trail system.

Another link along the north boundary of the site and centrally located provides access to the N.C.C. trail system. The pedestrian system also provides access to the transit system that would operate on the arterial roads on the perimeter of the site and on the collector road which is internal to the site. The pedestrian link further provides accessibility to the employment areas to accommodate those residential areas within walking distance of the Secondary Employment Centre.

The N.C.C. pathway is not affected by the proposed development. The visual appearance of widening the pathway to the south could be achieved by landscaping and setbacks for blocks to the south. This can be achieved at the site plan and subdivision stages.

The pedestrian movements that existed in the pre-development condition can be identified by several foot paths that exist on the site. These extend primarily in a north and south direction leading from Caldwell Street to the Arnon Property and other trails lead to Laurentian High School and the Copeland Park Community. The proposed concept incorporates a number of pedestrian linkages that would enable the pedestrians to move through the site in the post development period in a similar manner as they had before. As indicated on the development concept,

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[5] Clyde Merivale Lands, Traffic Impact Study, Cumming Cockburn Limited, Consulting Engineers & Planners.

there is an opportunity to extend pathways in a southerly direction from the N.C.C. path which is along a series of local roads and paths to the Arnon property. It is suggested to the City that through the site plan process, a pathway is provided through the Arnon site to provide access to the shopping facilities south of Baseline Road. Similarly, the City should negotiate a pathway connection to Laurentian High School.

5.8 Engineering Systems

Proposed engineering systems were briefly discussed in Section 2.4 and shown on Figure 9. As discussed, water supply is proposed to be provided via a 400 mm watermain through the subject lands connecting the 600 mm watermain on Clyde Avenue with the 300 mm watermain on Merivale Road to provide essential looping for the water supply system to the area. An easement will be required through the centre of the subject lands where connecting roads are not proposed. Otherwise, all other water lines will logically loop through the site along the internal local road right-of-ways and connect to the proposed 400 mm watermain.

Sanitary sewer service is proposed through the Experimental Farms to the east of the subject lands to the Region's Mooney's Bay Collector in which sufficient surplus capacity is available. In this regard, the Mooney's Bay Collector is located on the west bank of the Rideau River in the City of Ottawa. It provides sanitary drainage for an area which extends from the Borden Side Road just north of the intersection of Fisher Avenue and Prince of Wales Drive to Bayswater and Scott Streets where it discharges in the West Nepean Collector. At present, the Mooney's Bay Collector serves the Borden Farm, Carleton Heights, Carleton Square, Courtland Park, Parkwood Hills and Fisher Heights areas south of Baseline Road, as well as the commercial and residential areas between Prince of Wales Drive and the Rideau Canal north of Baseline Road. North of Carling Avenue, it serves the Hintonburg area. The existing drainage area is approximately 895 hectares with a population of about 30,000. The diameter of the collector varies from 900 mm (36") to 1050 mm (42"). Between Carling Avenue and Scott Street, with existing combined sewer area occasional localized basement flooding during periods of extreme rainfall has occurred. The City of Ottawa is carrying out a sewer separation program which will eliminate all combined sewer areas in the watershed within the next five years. However, the combined sewer area is not affected by flows in the Mooney's Bay Sanitary Collector.

Internally, all sanitary sewers will logically follow the general topographic pattern, draining to the low points at the centre then in an easterly direction, where it will connect to the proposed 600 mm sanitary sewer line crossing through the Experimental Farm. Specific details are best addressed at the Plan of Subdivision stage.

As discussed in sub-section 2.4.3, storm water drainage is proposed to outlet to the City of Ottawa's Merivale Road Storm Sewer system. This proposal entails

considerable off-site improvements, essentially increasing the capacity of the storm sewers on Merivale Road, Kirkwood Avenue and Laperriere Avenue to the City of Ottawa's Cave Creek storm tunnel. The proposal would not require stormwater storage facilities, but would outlet from the site to a new 1,500 mm storm sewer on Merivale Road. The proposed storm trunk would increase in diameter from 1,500 mm to 1,650 mm, then 1,800 mm by the time it reached Cave Creek. Total distance from the site to the Cave Creek storm tunnel is approximately 1,500 metres. However, the proposal has the advantage of reducing or eliminating surcharging of local, existing storm sewers in adjacent areas.

On-site, stormwater drainage will also logically follow the general topographic pattern, draining to the low points at the centre then in an easterly direction where it will outlet to the proposed 1,500 mm storm sewer line along Merivale Road. In most respects, all internal storm sewers will be located on the local road right-of-ways. Where connecting roads are not provided between the RMOC and Assaly lands, an easement will be required. The logical design would consist of an easement sufficient in size to accommodate the watermain, sanitary and storm sewer lines at the low point passing in an easterly direction through the centre of the property to the proposed collector road. Again, specific details for internal site servicing engineering proposals are best addressed at the Plan of Subdivision stage.

5.9 Implementation

It is anticipated that detailed development proposals will be submitted separately by the individual land owners. Implementation of the development concept should therefore be administered through the Planning process by way of required Official Plan and Zoning By-law Amendments, and the Development Control process by way of the Plan of Subdivision and Site Plan Control administrative processes.

The development concept as proposed will essentially require two separate designations applying to the primary study area if and when the new draft Official Plan for the Ottawa Planning Area is finally approved and implemented. The proposed employment area uses will require the Secondary Employment Centre designation. All other uses will require the Residential Area designation. In this regard, the proposed seniors facilities may be regarded as "minor institutional uses" as outlined in Policy 4.3 for section 4.0 Institutional Areas in the new draft Official Plan. As previously discussed, in the draft Official Plan, minor institutional uses are proposed to be permitted in the Residential Areas in accordance with Policy 1.6.2 b) of the Residential Area designation. The proposed retail facilities would also be permitted within the Residential Area designation in accordance with the same Policy 1.6.2 of the draft Official Plan.

In regard to Phasing, there are two primary influences on the direction and amount of development in any given stage. The first is the direction of municipal services. Generally these will be implemented from east to west with sanitary and storm facilities entering the site from Merivale Road. Once the main trunks have been

implemented through the site development will proceed in a direction and rate that is dictated by market demand and corporate objectives. Any special conditions regarding phasing that are of concern to the municipality can be addressed during the subdivision stage.

6.0 CONCLUSIONS

To summarize, the development concept proposed for the subject lands in the primary study area is appropriate and consistent with the relevant existing and, in particular, the proposed planning policies for the area. More specifically, the relevant development principles are addressed as follows:

- the development concept proposes a mix of land uses resulting in an integrated and balanced community;

- the proposal is sensitive to existing neighbourhood areas and both compatible and integrated with adjacent land uses, including general building form, scale and profile of uses adjacent thereto;

- the residential land use component includes a range of housing types, from low density/low profile ground oriented residences to medium/high density/medium profile non-ground oriented residences, all of which should accommodate a mix of tenures;

- the various housing types and tenures should accommodate the needs of low, medium and upper income households in accordance with the 25% affordability requirements;

- the residential land use proposal is well integrated with existing neighbourhoods in the surrounding areas due to the orientation of proposed low density/low profile residential blocks adjacent to existing low density residential uses in the Copeland Park neighbourhood area, and the proposed medium density/medium profile residential block adjacent to existing medium density uses in the Carlington neighbourhood area;

- the development concept proposes a transition of uses and building form progressing from low density/low profile residential uses to medium and medium/high density residential uses, to medium density/medium profile non-residential uses, from the northwest corner of the subject lands down to the southeast corner. The proposed blocks for seniors facilities, as quasi-residential/quasi-institutional uses, further provide for a transition in use from the residential areas to the employment areas;

- non-residential uses are proposed for relatively compact, distinct and definable areas relatively isolated from the main body of residential development, with access/egress oriented to collector and/or arterial roadways, and strategically located for convenience of efficient/high frequency public transit service;

- the development concept includes provision for a range of seniors facilities plus potential for additional social and community facilities and services;

- the development concept is designed to enhance accessibility, while at the same time minimize the impact of traffic on local streets, both existing and proposed;

- the development concept calls for the provision of parkland/open space dedications in accordance with the parkland dedication requirements of the Planning Act and the City of Ottawa's Draft Official Plan;

- the concept includes a centrally located park which provides the added opportunity of further enhancement if potential community facilities are located on the senior's lands adjacent to the central park area;

- the concept includes a series of pedestrian links to provide north/south and east/west accessibility throughout the subject lands, thereby connecting all areas to the central park, plus providing pedestrian access to the Secondary Employment Centre;

- development of the subject lands is proposed to be serviced in an integrated and logical fashion taking advantage of the natural site features, while at the same time proposing to ameliorate existing sanitary sewer capacity and stormwater drainage problems in adjacent neighbourhood areas; and

- this Plan of Development is consistent with the requirements of the City for planning at this level of the planning process, it is consistent with the City of Ottawa's existing and proposed Official Plan Policies and it is consistent with the R.M.O.C.'s policies for the General Urban Area.

APPENDIX 1

CLYDE/MERIVALE COMMUNITY MEETINGS

1. **May 25, 1989 - Bellview Community Centre**

Attendance by:

- The Community
- Copeland Park Community Alliance
- Ottawa Field Naturalist
- Carlington Community Association
- Bellview Manor Tenants Association
- Tenants for Good Living
- City of Ottawa staff
- Alderman Tim Kehoe
- Bob Chiarelli, M.L.A.
- Marlene Catterall, M.P.
- Carlington Summit
- The Land Owners and Consulting Team
- City of Ottawa staff

Purpose of Meeting:

Introduce interested members of the community to the land owners and the consulting team, provide them with an outline of the planning process prior to submission of development applications. The scope of work and a project schedule was provided. There was a preliminary list of issues discussed.

2. **July 19, 1989 - Bellview Community Centre**

In Attendance:

- Bellview Manor Tenants Association
- Tenants for Good Living
- Ottawa Field Naturalists
- Copeland Park Community Alliance
- Carlington Summit
- Alderman Tim Kehoe
- The Land Owners
- Consulting Team
- City of Ottawa staff

Purpose of Meeting:

The purpose of the meeting was to create a list of issues that could be considered during the subsequent stages of the planning work. A list of issues was identified.

3. **October 11, 1989 - Bellview Manor Community Centre**

In Attendance:

- Mooretown Tenants Association Board of Directors
- Consultants
- R.M.O.C. staff
- City of Ottawa staff

Purpose of Meeting:

Provide the Board of Directors with an overview of issues and the planning process.

4. **November 9, 1989 - Bellview Tenants Association**

In Attendance:

- Bellview Tenants Association Board of Directors
- Consultants
- City of Ottawa staff

Purpose of Meeting:

Provide the Board of Directors with an overview of issues and the planning process.

5. **May 12, 1990 - St. Daniels Separate School**
9:00 a.m. to 4:00 p.m.

In Attendance:

- Copeland Park Community Alliance representatives
- R.M.O.C. staff
- City of Ottawa staff
- Consulting team
- Ottawa Field Naturalists

Purpose of Meeting:

A description of the principles of development and findings of the following reports: Transportation, Seniors and Environment, Sanitary Sewers, Stormwater Management, Water and Utilities.

6. **May 14, 1990 - Alexander Community Centre**
7:00 p.m. - 10:00 p.m.

In Attendance:

- City of Ottawa staff
- Mooretown Tenants Association
- Carlington Community Association
- Bellview Manor Tenants Association
- Carlington Summit
- Unitarian House
- Land Owners
- Consulting team

Purpose of Meeting:

A description of the principles of development and findings of the following reports: Environment; and, Seniors Market Study.

7. **May 15, 1990 - Alexander Community Centre**
7:00 p.m. - 10:00 p.m.

In Attendance:

- Mooretown Tenants Association
- Carlington Community Association
- Bellview Manor Tenants Association
- Carlington Summit
- Unitarian House
- City of Ottawa staff
- Land Owners
- Consulting team

Purpose of Meeting:

A description of the principles of development and findings of the following reports: Transportation; Sanitary Services; Water and Utilities; and, Stormwater Management.

8. **May 29, 1990 - Alexander Community Centre**
6:30 p.m. - 10:00 p.m.

In Attendance:

- Approximately 200 persons from the Community
- Land Owners
- Consulting team
- City of Ottawa staff

Purpose of Meeting:

- The consulting team and land owners met representatives of the public. The alternative concept plans were displayed. There were professional representatives available to discuss issues with members of the community.

9. **June 25, 1990 - Alexander Community Centre**
10. **June 26, 1990 - Alexander Community Centre**

In Attendance:

- Mooretown Tenants Association
- Tenants for Good Living
- Carlington Community Association
- Copeland Park Community Alliance
- Ottawa Field Naturalists
- Carlington Summit
- Special Assistant to Alderman Kehoe
- R.M.O.C.
- Assaly Corporation
- Arnon
- Consulting team
- City of Ottawa staff

Purpose of Meeting:

The purpose was to discuss the planning process and at which stage the various issues that had been raised during the consultation process would be addressed. There were two major areas that emerged as issues and these are: transportation; and, the environment. These issues are discussed in Appendix 3 - Response to Key Issues.

APPENDIX 2

COMMENTS FROM THE COMMUNITY, LAND OWNERS AND THE CITY OF OTTAWA STAFF

Throughout the planning process, there were several formal community meetings as indicated in Appendix 1. In addition, there were several meetings between community representatives and the consulting team and the land owners. The following is a list of submissions that were received by the community during the consultation process.

1. Communication to Regional Council, received July 14, 1987 from Dr. R. Sinha.

2. Letter dated August 15, 1988 to the Proctor and Redfern Group from the Copeland Park Community Association.

3. Letter dated May 8, 1989 to Mr. A. Haydon, Chairman, R.M.O.C. from Bob Chiarelli, M.P.P. Ottawa West.

4. Letter dated July 24, 1989 to Mr. Bob Chiarelli, M.P.P. Ottawa West, from Mr. A. Haydon, Chairman, R.M.O.C.

5. Letter dated July 27, 1989 to Mr. Ray Essiambre, M.C.I.P., Cumming Cockburn Limited, from Mr. Rob Bell, President, Copeland Park Community Association, covering a brief entitled "Issues of Concern to the Copeland Park Community Association".

6. Letter dated April 16, 1989 to Mr. Ray Essiambre from Terry Campbell, President, Carlington Community Association, covering a brief entitled "Clyde-Merivale Lands Neighbourhood Impact".

7. Letter dated August 28, 1989 from Mr. Bob Chiarelli, M.P.P. Ottawa West to Mr. A. Haydon, Chairman, R.M.O.C., in response to Mr. Haydon's letter to Mr. Chiarelli of July 21, 1989.

8. Letter dated March 2, 1990 from Mr. R. Bell, President, Copeland Park Community Association to Mr. Nick Tunnacliffe, Planning Commissioner, R.M.O.C., covering a copy of material entitled "Briefing to Ottawa City Committee on the Draft Official Plan".

9. Letter dated April 30, 1990 from Mr. Al Johnson of the Copeland Park Community Association to Mr. Nick Tunnacliffe, Planning Commissioner, R.M.O.C.

10. Minutes of Meeting Alexander Community Centre, June 25 - 26.

11. A brief from the Carlington Community Association, June 1990.

12. A brief from Carlington Community Association, June 18, 1990.

13. Letter from City of Ottawa Staff, June 29, 1990.

14. Briefing material to Mooretown Tenants Association, October 11, 1989.

15. Brief by Carlington Community Association, August 16, 1989.

16. Record of Meeting, Clyde Merivale, Bellview Community Centre, May 25, 1990.

17. Record of Meeting, Clyde/Merivale Planning Study, July 19, 1989.

18. Letter from Copeland Park Community Association, June 13, 1989.

19. Ottawa Field Naturalists Club, 1989, Map of sensitive areas.

APPENDIX 3

RESPONSE TO KEY ISSUES

As a result of the public consultation process, several key issues were identified and discussed at several meetings. Some of these issues have been resolved through the planning process and incorporated into the plan of development.

There remains two main topics which are primary concerns with the public. These are: issues related to transportation; and the environment. These issues are discussed below.

Transportation

The conclusion of the transportation study was that with improvements to some intersections on regional roads, the road network can support the proposed development. The concerns of the residents are that the study did not go far enough to examine intersections, particularly those local streets that intersect with arterial roads, pedestrian movements across Maitland and Merivale, shortcutting through local streets. Also when the intersections are improved to accommodate the proposed development, the net result will be the same level of service that exists at pre-development rates. In other words, the intersections at Clyde Avenue and Baseline Road and Merivale Road at Baseline Road are functioning at "Level - E" which is at or above capacity for most traffic movements and over capacity for other movements. After the intersections are improved, the intersections will still function at "Level - E" at the post development stage. The community would like the intersections improved by the R.M.O.C. to resolve the predevelopment problems and improve the level of service to "Level - D".

In regard to the issue of any analysis of potential traffic pattern on local streets, the community has requested that a neighbourhood transportation study be undertaken to examine the more micro issues related to transportation. They would also like an analysis of the transportation study that was conducted by Cumming Cockburn Limited for the R.M.O.C. to verify the assumptions, analysis and conclusions.

A substantive issue that was not resolved to the satisfaction of the community was a request for an access to Baseline Road midway between Clyde Avenue and Merivale Road. The access would extend north to connect with the internal collector road system, as shown on Figure 11. Figure 11 illustrates the implications of the concept of connecting the internal collector road to Baseline Road.

The community representatives prefer the connection to Baseline Road because it would provide an alternate access from the site, and it would divert some traffic from Merivale Road and Clyde Avenue and relieve some of the traffic flows that would enter the Merivale Road and Clyde Avenue intersections from the north.

Although in principle, it would be desirable to have more accesses to the site, there are three primary reasons why it has not been proposed. Firstly, the transportation study indicates that it is not needed and the traffic flowing south from the site would travel east or west on Baseline Road and eventually impact the intersections at Merivale Road and Clyde Avenue. Secondly, the land through which the road would have to be developed is owned by Arnon Corporation and they have indicated they would not want to sell their land for the purpose of constructing a road. Since the T.C. Assaly Corporation and the R.M.O.C. do not own the land through which the road must pass, they do not have the ability to implement the request for the road. In addition, the R.M.O.C. as an approving agency cannot expropriate the land for the right-of-way. However, it may be possible for the City of Ottawa to expropriate the land if Council felt that there was a need and the allocated capital resources to implement the expropriation. The capital cost of the land plus intersection improvements on Baseline Road would likely be requested from the developers. This cost would be onerous since the road is not needed.

Thirdly, implementation of the connection to Baseline Road would encourage shortcutting of traffic through the proposed site and consequently, it would not be a desirable road pattern for the future development that would be primarily residential.

Environment

The City of Ottawa Draft Official Plan describes a portion of the site an "Environmentally Sensitive" and subject to an environmental assessment. An assessment was conducted on the entire site by Cumming Cockburn Limited and it concluded that the site does not contain anything that is environmentally sensitive as defined by the Province, the Federal Government, or the R.M.O.C. The current City of Ottawa Official Plan does not contain policies on environmental areas. The draft Official Plan designates certain areas "Environmentally Sensitive" but it does not define what is environmentally sensitive or what is locally significant.

The Ottawa Field Naturalists and the Community have requested that a portion of the northwest corner of the site be retained as a natural area. The area is approximately 8.4 acres in size and it contains vegetation and an unclassified wetland. This area is an extension of the Clyde woods that is on N.C.C. lands. The first priority of the community is to protect the Clyde Woods from deterioration by creating a buffer as illustrated on Figure 11 and encouraging direct access from the development to the woods to prevent random walking through the woods. In addition to preserving the land, walkways from the single family area to the woods, should be directed toward Clyde Avenue where they can access the existing path.

The request for the provision of this area raises questions concerning the implementation of the request in light of competing interest for land, for other uses. One solution would be to move the dedicated open space land to this area which would leave all of the dedicated land for passive use. However, the City has suggested an active park will be needed. If an active park is required in addition to the area requested by the community then additional municipal capital funds will be needed to acquire the land.

The fundamental issue lies in whether Ottawa Council believes that the lands are locally significant as an environmental area and should be preserved and acquired.

The proposed development does not include the preservation of additional lands since the environment that is there will change in any event as the lands develop. Mitigating measures have been proposed that would direct some stormwater north to the N.C.C. lands and the Clyde Woods, fences can be provided at the rear lot line to prevent deterioration of the woods and lot depths could be made deeper to accommodate additional landscaping adjacent to the Clyde Woods and the bicycle path located on the N.C.C. land. Landscaping on the seniors and medium density blocks could act as a buffer to in effect widen in a visual way the N.C.C. path and further act as a buffer.

APPENDIX 4
TERMS OF REFERENCE FOR THE
CITY OF OTTAWA'S
PLAN OF DEVELOPMENT

In reviewing Plans of Development prepared in fulfilling the provisions of Official Plan Amendment No. 156, the Department of Planning and Development shall ensure that said Plans include, but not be limited to, the following:

i) An examination of the area's existing condition in terms of parcel ownership, land use, (e.g., residential, commercial, industrial) open space features, physical environmental characteristics (landform, vegetation, wildlife habitat) local transportation infrastructure, transit provisions, piped services (sewer and water), other utility infrastructure, availability of social services schools, churches, medical facilities) and social and economic characteristics of the areas population.

The area's existing service capacities along existing roads and the available potential capacity of planned improvements along with the timing and extent to which the area will support new development without requiring further unplanned improvements shall be identified.

ii) A key reference map which clearly identifies the planning area, it boundaries and location in relation to the City of Ottawa.

iii) A conceptual development or redevelopment plan, depending on the type of plan being prepared, at a scale of 1:2000, on a topographic base which displays block detail and indicates the functional designation of:

- the proposed alignment of local and collector roads,
- the proposed location of various land uses (e.g., residential, commercial, institutional, open space) to those blocks;
- the density of development proposed for each use by population and/or employment/ha as applicable;
- the density of development by units/ha in the case of residential uses, and Floor Space Index (FSI) in cases of commercial, office or industrial development;
- the area devoted to each use;
- an explanation of how the proposed changes and design features will be integrated with the existing built form of the area;
- the proposed zoning for each block of land which can be developed;
- an indication of the building form, scale and profile anticipated for each block if not specifically defined by the proposed zoning for that block;

SUPPORTING STUDIES

The Department of Planning and Development shall utilize the following terms of reference for technical studies to be done in association with the preparation of a Plan of Development and/or in fulfillment of the provisions of Official Plan Amendment No. 156.

i) SANITARY AND STORM SEWER STUDY

Comprehensive plans which indicate how the entire area is to be serviced and shall include, but not be limited to the following:

- a consideration of the routing, sizing, cost sharing and timing of servicing,
- provide a detailed account of how any interim servicing measures will be implemented,
- with respect to the interim servicing measures, the overriding principle shall be that such measures shall not create problems elsewhere in the system and that interim measures shall not prejudice the achievement of the final servicing solution to be developed for the entire area.

ii) STORM WATER MANAGEMENT STUDY

Comprehensive plans shall be prepared to the satisfaction of the City of Ottawa and other appropriate agencies indicating:

- how the entire area and adjacent lands are to be drained,
- proposals for the provision of storm water drainage facilities,
- the impact of the development on the receiving water course or storm water management facility, both during and after construction, in respect of flooding, pollution, erosion and sedimentation,
- proposals and/or design details for mitigating any adverse impacts if such are likely to result from the development proposed, and shall have regard to the provincial government's Urban Drainage Design Guidelines 1987, as amended, and

iii) TRAFFIC STUDY

Comprehensive 'traffic studies' shall be carried out to the satisfaction of City Council and other appropriate agencies, and shall take into account, but not be limited to the following:

- the capacity of the existing Regional road network, both internal and peripheral to the area under consideration,

- an explanation text describing the major elements of the Plan of Development and the rationale underlying its design including an indication of how the proposal meets the policy direction of the Official Plan, Regional Plan and relevant provincial policies and legislation;

- a recommended generalized staging sequence for the development or redevelopment of the lands.

iv) The means in which municipal land requirements and development of associated facilities shall be acquired.

v) The location, timing and form of development consistent with the policies of the Official Plan, Regional Plan and relevant provincial policies or legislation.

vi) An implementation strategy for proposals relating to the staging of development methods and guidelines for zoning regulations and the financing of capital improvements.

vii) Any additional design plans or studies that may be required to evaluate the impact of proposed development or redevelopment on the site/area, including but not limited to transportation, utilities, storm water management, environmental impact.

- the potential capacity of planned system improvements and timing of the planned improvements serving the area as identified in both the City and Regional Official Plans and associated work programmes,

- the extent to which the area will support new development without further, unplanned upgrading of the network.

- the identification of specific road network improvements deemed necessary in addition to the timing or staging of such improvements in conjunction with development or redevelopment.

- determination of the method and means by which the area as well as adjacent areas can best be serviced by public transit.

In determining capacity, both the environmental capacity of the roadways as well as the physical capacity shall be examined. Regard shall be had for the City of Ottawa's functional planning guidelines for roads. The effect of known development potential of other lands which will utilize the Regional road network shall also be taken into account.

The environmental capacity shall seek to address the degree of disturbance likely to be experienced by existing and future residents and pedestrians due to noise, fumes and other related or associated environmental factors.

Regard shall be had for, but not be limited to:

- the function of the road;

- the type and intensity of land use abutting the road;

- the distance between the road and abutting land use;

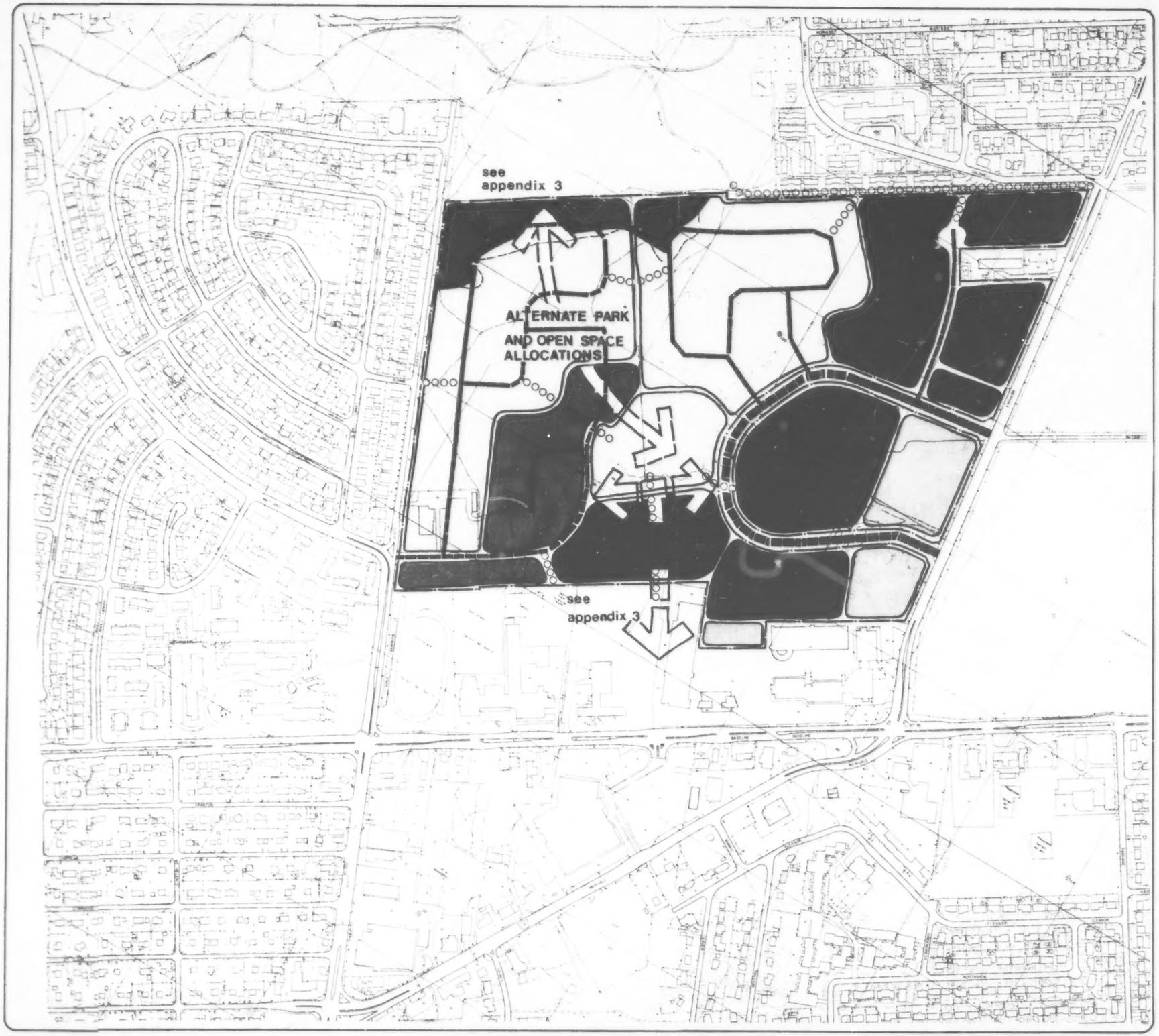
- the number and frequency of private approaches served by the road;

- the geometry and grade of the road;

- pavement width;

- nature type and numbers of vehicles using the road;

- traffic control devices and regulations in force along the road.



LEGEND

RESIDENTIAL
- LOW
- MEDIUM
- MEDIUM / HIGH
- SENIORS

RETAIL

EMPLOYMENT

PARK

ROADS
- COLLECTOR
- LOCAL

PEDESTRIAN ACCESS

CLYDE AND MERIVALE LANDS
PLAN OF DEVELOPMENT

ALTERNATIVE DEVELOPMENT CONCEPT

Cumming Cockburn Limited
Consulting Engineers and Planners

0 50 100 200
meters

FIGURE 11

APPENDIX 5

LIST OF BACKGROUND REPORTS

1. Regional Municipality of Ottawa-Carleton & Thomas Assaly Corporation, Clyde and Merivale Lands, Traffic Impact Study, Cumming Cockburn Ltd., Consulting Engineers & Planners, Ottawa, Ontario, April 1990
2. Clyde Merivale Project; A Study on Social and Community Facilities, R.M.O.C. Planning, Sept. 1990
3. Storm Drainage Report Clyde Avenue & Merivale Road Development Site, Cumming Cockburn Ltd., Oct. 1989.
4. Sanitary Sewer Investigation Mooney's Bay Collector Merivale Road/Clyde Avenue, Cumming Cockburn Limited, April 1990.
5. Environmental Assessment, Clyde Merivale Lands Cumming Cockburn Limited, 1990.
6. Merivale/Clyde Lands, Study for Seniors Complex, Booth Associates.